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1/20

A ATTACKING BATTLE Z FRENCH TANKS

GERMAN TRENCH-LINE: AN AIRMAN'S VIEW.

FIVE FRENCH TANKS-ONE AHEAD, THREE IN THE CENTRE, ONE IN REAR, CROSSING SHELL-CRATER PITTED GROUND: CHARGING THE ENEMY'S ENTRENCHMENTS.

#### GERMAN NORTH SEA RAIDERS AND A PRIMARY DIFFICUI



[] German flotilla-leader, raiding, sees a smear in the night which means a ship. The knows it is not a German ship and so



2 The opens fire at once, for all ships are alike to Germany, and the more of the world's tonnage she sinks the better for Germany's shipping position after the war.



[5] Should that ship be the leader of an enemy flotilla she and her company get in , at point-blank range , the first shots.

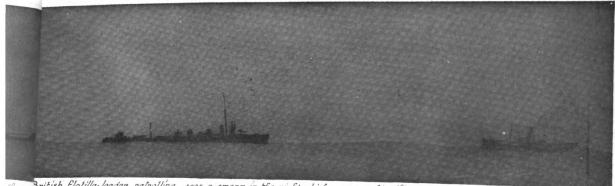
6 Meanwhile, somewhere between the Firth of Forth and the Downs, is a force waiting for the Germans. To get an idea of the range of vision, and the line below it representing, in scale, the 400 miles of seaboard between the places mentioned. Div of patrol-ships it is necessary to have in order to keep proper watch.

#### HOW THE ENEMY, OUT TO SINK SHIPS AT SIGHT REGARDLESS OF NATIONALIT

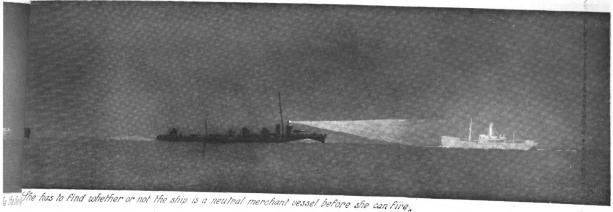
The advantage that their reckless savagery, in dealing out short shrift to all ships sighted at night, particularly in the North Sea and Channel, gives the German raiders, is one that there no means of meeting on our side, for reasons of humanity as well as of policy. To place our patrol-vessels, in regard to the identification of ships met after dark, on an equality with the same of the identification of ships met after dark, on an equality with the same of the identification of ships met after dark, on an equality with the same of the identification of ships met after dark, on an equality with the same of the identification of ships met after dark, on an equality with the same of the identification of ships met after dark, on an equality with the same of the identification of ships met after dark, on an equality with the same of the identification of ships met after dark, on an equality with the same of the identification of ships met after dark, on an equality with the same of the identification of ships met after dark, on an equality with the same of the identification of ships met after dark, on an equality with the same of the identification of ships met after dark, on an equality with the same of the identification of ships met after dark, on an equality with the same of the identification of ships met after dark, on an equality with the same of the identification of ships met after dark, on an equality with the same of the identification of ships met after dark, on an equality with the same of the identification of ships met after dark, on an equality with the same of the identification of ships met after dark, on an equality with the same of the identification of ships met after dark and the same of the identification of ships met after dark and the same of the identification of ships met after dark and the identifica

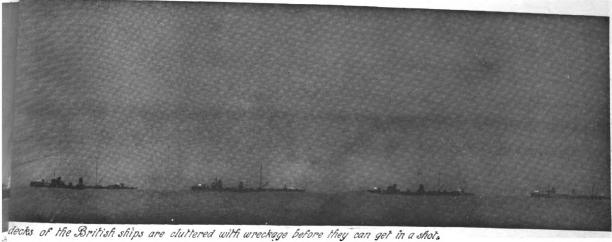
## DIFFICUR OUR PATROLS: WHAT HAPPENS IN A FEW SECONDS.

S PEARS, R.O.J.



German British Flotilla-leader, patrolling, sees a smear in the night which means a ship. She knows, by an ingenious system; that it is not





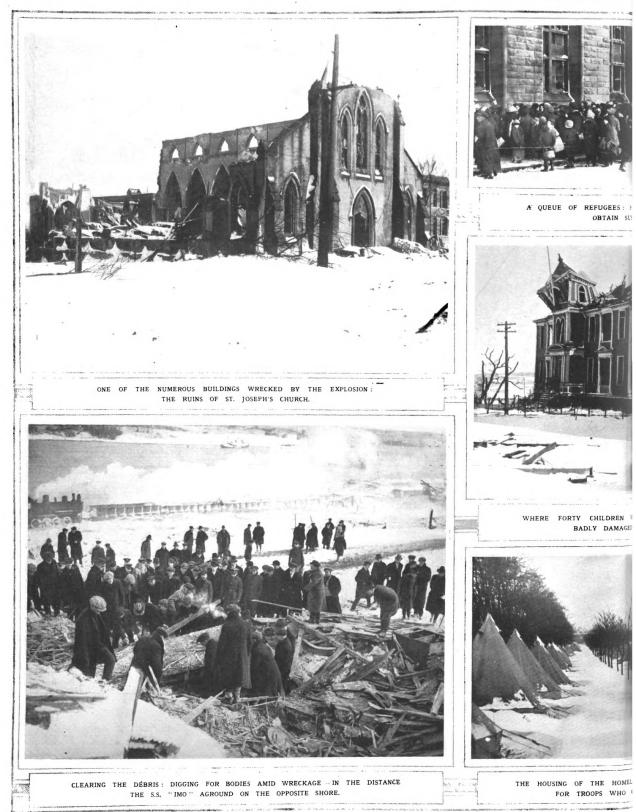
sulties this force has to contend with in catching its prey; the reader will note the comparison between the circle showing sections, representing to scale the distance an average destroyer could cover in an hour, the line gives an idea of the number

#### AS THE ADVANTAGE AT NIGHT: GERMAN RUTHLESSNESS V. BRITISH NECESSITY.

emy corsairs, the British Navy would have to close the North Sea entirely to all mercantile shipping. That course would please the Germans, and would play directly into the enemy's hands. 50. it would result in our ports being idle and useless for receiving ship-loads of food supplies.—[Drawing Copyrighted in the United States and Canada.]

### THE GREAT EXPLOSION AT HALIFAX, NOVA SCOTIA: SCEN

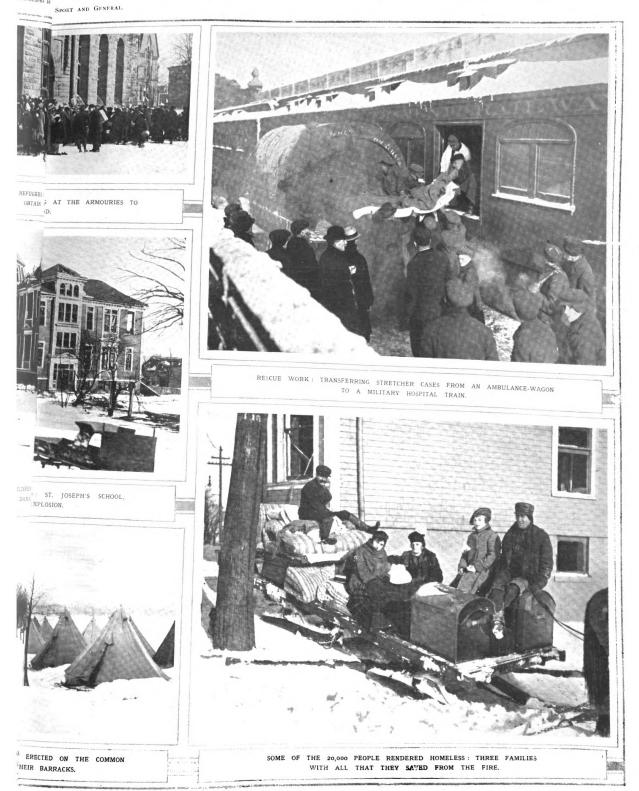
SIX PHOTOGRAPHS BY I



A terrible disaster occurre? Ialifax, Nova Scotia, at 9 o'clock on the morning of December 7, when a ship conveying munitions from New York collided in a narrow part of the harbour with the outward-bound Norwegian steamer "Imo" acting as a Belgian Relief vessel. The collision is ascribed to a misunderstanding of signals, though the weather was clear, and the ships had room to pass. Fire broke out on the munition-vessel, and about seventeen minutes later it blew up with a terrific explosion that shattered most of the northern and older part of Halifax known as Richmond. Consisting largely of narrow streets of wooden houses.

The resulting fires destroyed many buildings that had not already collapsed. The loss of life was appalling. An official casualty list issued

## : SCE) HAVOC AND RESCUE - WORK AFTER THE DISASTER.



ew days later stated that 1226 people were killed, of whom 701 had been identified, while some 400 were missing. It was reported at the same time that there were 3500 injured (some 300 were noted by flying glass), and nearly 20,000 rendered homeless. Large numbers of children were killed, and 200 made orphans; 500 houses were destroyed, and 500 others rendered uninhabitable. The custion broke windows at a distance of sixty miles. Rescue work was promptly organised, and 500 tents were erected for troops whose barracks were given over to women and children. American partived rapidly in the shape of hospital trains with doctors and nurses and surgical requisites from New York and Boston. Further photographs are given on the following page.

#### THE HALIFAX DISASTER: THE "IMO" ON THE SCENE OF THE EXPLOSION.

PHOTOGRAPHS SUPPLIED BY TODICAL AND SPORT AND GENERAL.



SHOWING THE "IMO" BLOWN ASHORE, AND A MOUND OF DEBRIS HIDING THE REMAINS OF THE MUNITION-SHIP.

THE SCENT OF THE EXPLOSION.





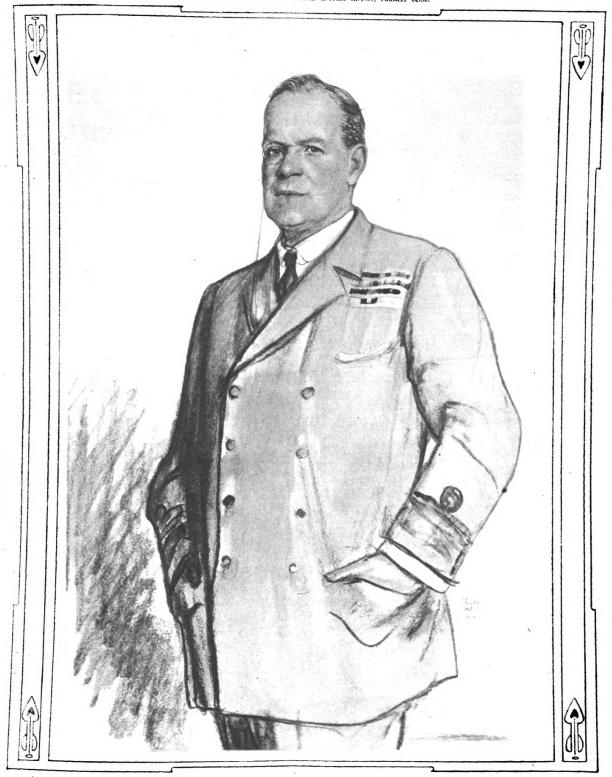
SHOWING GREAT HAVOC IN THE RICHMOND RAILROAD YARDS: A GENERAL VIEW OF THE SCENE OF DISASTER (INSET THE BELGIAN RELIEF-SHIP "IMO."

The upper photograph shows the scene of the great explosion at Halifax (described on the preceding double-page) looking from the Richmond side of the harbour, where the greatest destruction was caused, towards the Dartmouth shore, on which the Belgian Relief ship "Imo" is seen driven aground by the explosion of the munition-ship with which she had collided. A Reuter message of December 13 from Halifax stated that the helmsman of the "Imo." John Iohansen, had been detained on suspicion of being a German spy. It was also reported that

the police had arrested a passenger, believed to be a German, from an American steamer that arrived from Boston with relief supplies, and that they found maps of Halifax and important papers in his possession. Deep and practical sympathy with the sufferers has been shown both in this country and in the United States, as well as throughout Canada. The House of Commons voted  $\ell$ 1,000,000 for the relief work, and the Red Cross Society,  $\ell$ 25,000; while the Lord Mayor's Fund soon reached  $\ell$ 45,000.

## THE NEW FIRST SEA LORD: A DISTINGUISHED BRITISH ADMIRAL.

FROM A DRAWING BY THE OFFICIAL BRITISH ARTIST, FRANCIS DODD.

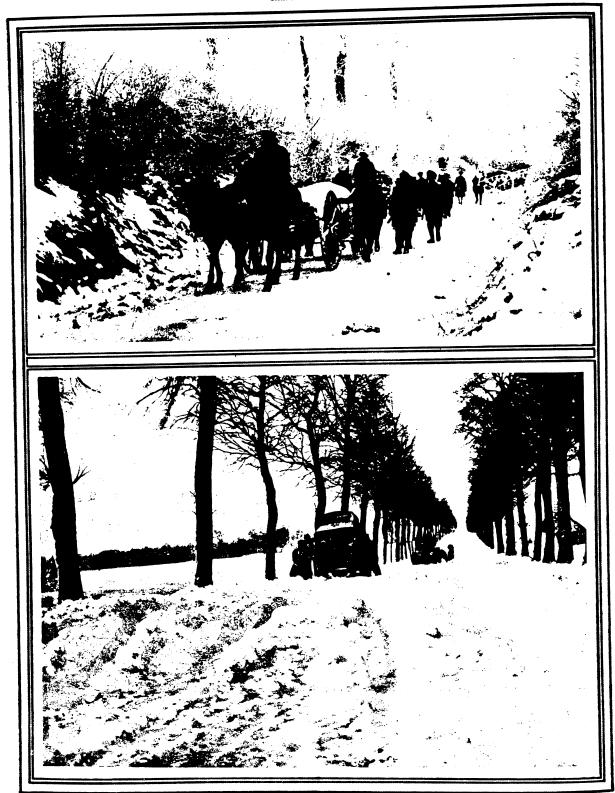


APPOINTED FIRST SEA LORD OF THE ADMIRALTY: ADMIRAL SIR ROSSLYN E. WEMYSS.

It is announced that Vice-Admiral Sir Rosslyn Wemyss has been appointed First Sea Lord, in succession to Sir John Jellicoe, who has been raised to the Peerage. Sir Rosslyn has been granted the acting rank of Admiral. He is a son of the late Mr. J. H. Erskine Wemyss, of Wemyss Castle, Fife; was born in 1864; and entered the Navy in 1877. In 1911 he became a Ross-Admiral. On the outbreak of war, he was appointed to the Ninth Cruiser

Squadron. During the Gallipoli Campaign he was in command of the Base at Mudros, and commanded the covering squadron during the landing of troops at Helles in April 1915. He was in command of the Naval Forces during the evacuation of Suvia Bay and Anzac, and served as Commander-in-Chief, East Indies and Egypt, from January 1916 to July 1917. He became Second Sea Lord last August, and in September Deputy First Sea Lord.

## A TRUCE OF NATURE: SNOW THAT CHECKS MILITARY OPERATIONS.



I. THE RECENT HEAVY SNOWFALL ON THE BRITISH FRONT IN FRANCE:  ${\bf TRAMSPORT\text{-}WAGONS} \quad {\bf MOVING} \quad {\bf ALONG} \quad {\bf A} \quad {\bf SMOWBOUND} \quad {\bf ROAD}.$ 

Snow may be said to impose a truce of Nature on military operations. "All troop move-ments on both sides," says a Reuter message of a few days age from the British front, "are restricted for the reason that the carpeting of snow furnishes such a good field of disclosure to both ground and sorial observers. To move a single gun means creating a track as well defined as a roadway. To fire the most skilfully camounfaged howitzer is to blast a large black

2. DIFFICULTIES OF MOTOR-TRANSPORT IN THE SNOW: TWO CARS HELD UP ON THE WESTERN FRONT IN FRANCE-ALL HANDS TO THE WHEELS.

patch on the glistening surface which at once gives away the histing-place of the weapon. Therefore, no shooting has been indulged in by either side which was not well worth the risk patrols which have occasionally come into contact white crunching through the snow." The work of the transport behind the lines is rendered very difficult.

#### AIR-BOMBS PHOTOGRAPHED IN FLIGHT: A WONDERFUL SNAPSHOT.

OFFICIAL PHOTOGRAPH BY THE FRENCH AIR SERVICE.

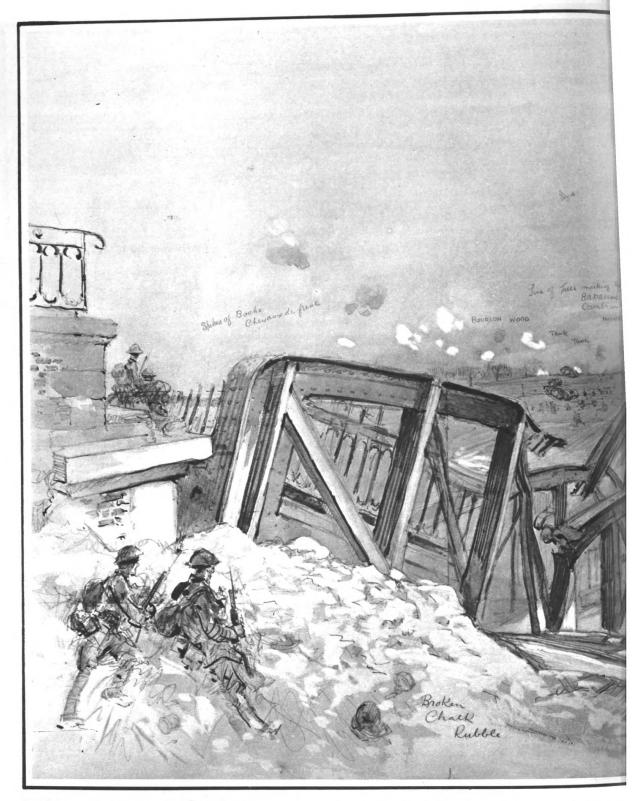


This remarkable illustration is an enlargement of a photograph taken from a French aeroplane a fraction of a second after seven hombs had been launched from it in succession. They were of the fish-tailed type, as is clearly visible in the case of the two on the right. A third is seen on the left; and the other four show smaller near the top of the photograph. The objective was a German munition-factory in Lorraine, whose buildings are seen below. The speed of the aeroplane gave the bombs an oblique trajectory, and all were timed to drop on the factory. A typical instance of the successful work constantly being carried out by the

French air service was mentioned in a recent communiqué describing three days' aerial operations. "Our chaser aeroplanes," it stated, "showed great activity. Our pilots were engaged in about a hundred fights, most of them taking place over the German lines. Eighteen German aeroplanes were brought down, of which ten either fell in flames, or were destroyed on crashing to the ground. During the same period our bombing squadrons dropped 18,000 kilogrammes (about eighteen tons) of bombs on railway stations, munition factories, cantonments, and military buildings of the enemy behind his lines."

## AN ECHO OF THE CAMBRAI VICTO

SKETCHED PROB

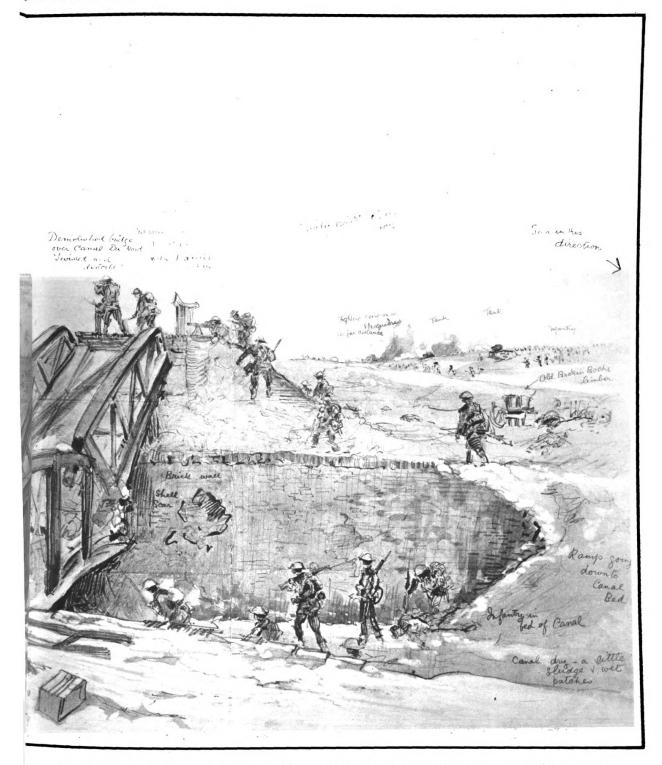


BREAKING THE HINDENBURG LINE NEAR CAMBRAI: ULSTER AND YORKSHIRE TR

inis sketch, from material supplied by an eye-witness, carries us back to the opening of the British surprise attack near Cambrai, resulting in important gains was unfortunately, could not be held in their entirety. It will be remembered that Bourlon Wood (seen in the left background of our illustration) was the scene of very heavy fighth changed hands several times, and had eventually to be evacuated along with some other places that our troops had occupied. This fact, however, did not detract from the brill of the initial achievement, and the heroism shown by the troops. Sir Douglas Haig said in his despatch: "Highland Territorial battalions crossed the Grand Ravine and et

### THE ADVANCE ON BOURLON WOOD.

SUPPLIED BY AN EYE-WITNESS.

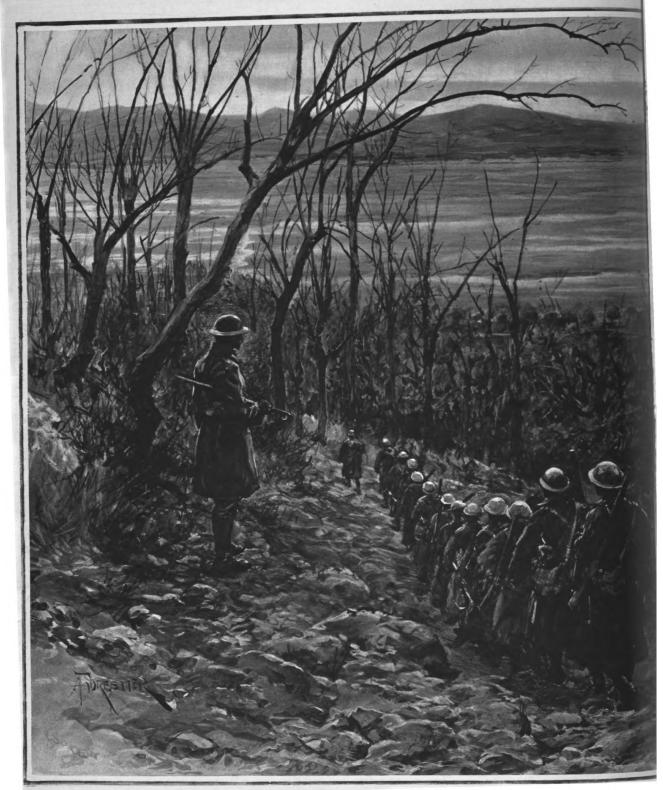


#### ADVANCING ON BOURLON WOOD AND CROSSING THE BAPAUME-CAMBRAI ROAD.

Pleaquières (seen in the right background), where fierce fighting took place. West Riding Territorials captured Havrincourt and the German trench-systems north of the village, while Ulster battalions, covering the latter's left flank, moved northwards up the west bank of the Canal du Nord. . . . The West Riding troops who had taken Havrincourt made remarkable progress east of the Canal du Nord, storming the villages of Graincourt and Anneus, and, with the Ulster troops operating west of the Canal, carried the whole of the German line northwards to the Bapaume-Cambrai road."—[Drawing Copyrighted in the United States and Canada.]

## ITALY'S STAND ON THE DEFENSIVE ALONG THE LINE

DRAWN BY A. FORESTIER FROM A SKETCH B

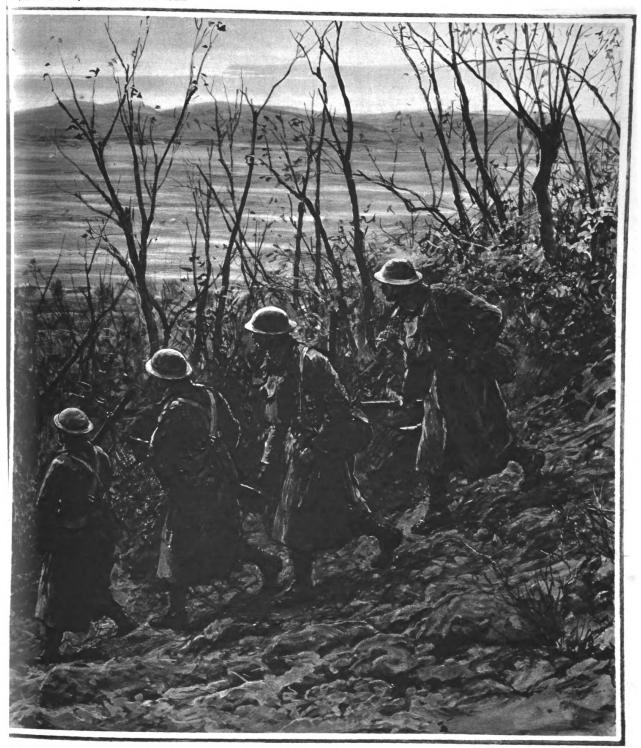


## MOVING FORWARD UNDER FIRE TO OCCUPY POSITIONS ON THE

rved in France, there was to them no element of novelty in the proceedings. The fact of their being engaged in an operation of historic interest did not disturb nor did the fact of their being received in their new temporary abode with a rajale of German shells—'Jack Johnsons' and such-like stuff—arouse the interest that

## OF THE PIAVE: WITH THE BRITISH REINFORCING ARMY.

JULIUS M. PRICE, OFFICIAL ARTIST IN ITALY.



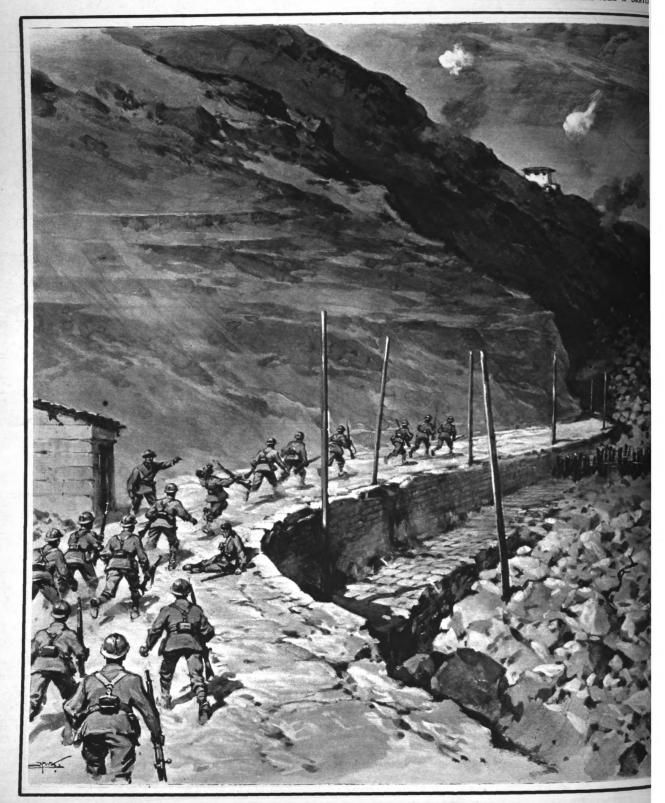
### RIVER-FRONT LINE: BRITISH TROOPS ADVANCING TO THE TRENCHES.

it would have done in the first year of the war. The Piave River, where the new British trenches are, is about a mile wide: a broad, flat, and dreary expanse of light-coloured gravel, through which meanders a narrow stream, ridiculously out of proportion to its water-course. In some instances the trenches are dug level with the water, and, therefore, present but little of

It is possible that an attempt will be made by them to cross the river somewhere about this point."—[Drawing Copyrighted in the United States and Canada.]

## WITH THE ITALIAN ARMY IN THE FIELD: BRILLIA

DRAWN BY H. W. KOEKKOEK FROM A SKETO



## ADVANCING ALONG A MOUNTAIN ROAD AT THE DOUBLE, TO BEAT BACK AN

"The Italian soldiers," writes Mr. Julius M. Price (in December), "have quite pulled themselves together again, and are fighting with the old dash and courage that gained them Gorizia and the Carso. The enemy thrust has been particularly violent during the past few days in an area round Asiago, and in the direction of the valleys of the Brents and the Piave—undoubtedly with the object of forcing through, if possible, and at all costs, to the plain of Venetia before winter stops active operations. It has been a phenomenally long and mild autumn this year, and the place where my sketch was made would, in normal times, be from five to six feet deep in snow, and a raging torrent where now are only dry

# BRUNT INFANTRY WORK ON THE NORTHERN FRONT.

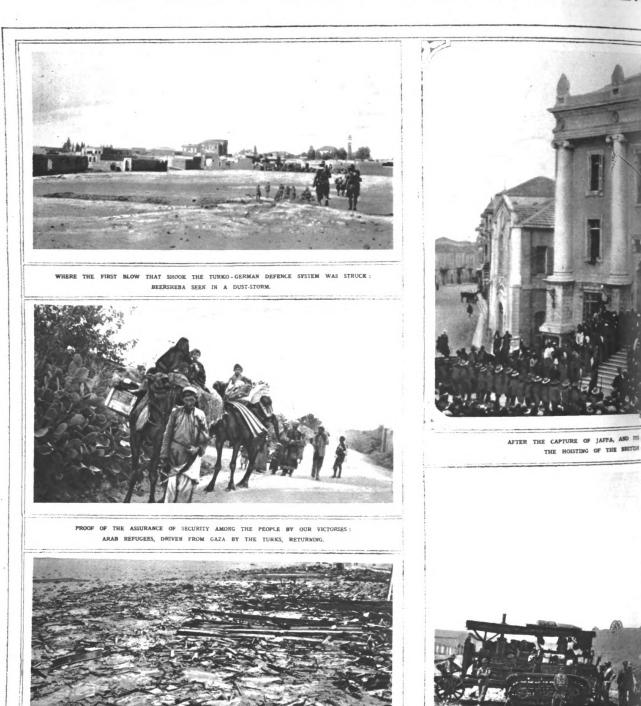
THOSE FIGURE AND JULIUS M. PRICE, OFFICIAL ARTIST IN ITALY.



## NUSTRO-GERMAN ATTACK: ITALIAN INFANTRY HASTENING UP THE VAL FRENZELA.

thus give time for the English and French troops to get into line and settled in their positions. The Val Frenzela, which is close to the town of Valstagna, and about ten miles north of Bassano, is one of the most exposed and threatened points on the front, and it is extremely hazardous bringing up troops along the road, as it is in full view of the Austrian batteries on Sasso Rosso, the mountain which is shown in the background of my sketch." Mr. Price has just received the Italian Military Medal.—[Drawing Copyrighted in the United States and Canada.]

## THE BRITISH VICTORIOUS ADVANCE IN PALESTINE:



In speaking of one immediate effect of our victories during the advance on Jerusalem and elsewhere during the stages of the Palestine Army's progress, in regard to the returning of refugees, an instance of which is shown in the second illustration, Mr. Massey, war correspondent with General Allenby's army, mentions this: "The people turned out by the Turks came trekking back with all their worldly goods and chattels packed on overladen donkeys and camels, etc., the women bearing astonishingly heavy loads on their heads, while the patriarchs of families rode or were carried on the shoulders of the younger men. . . . Our troops received the liveliest welcome in passing the villages." In the fourth illustration is shown a glimpse of the official ceremony at the taking possession of Jaffa, after the capture by, as recorded, a brilliant piece of work in which Anzac mounted

AT SHERIA, WHERE THE ENEMY HAD PREPARED DEFENCE LINES:

DÉBRIS OF AN AMMUNITION-DUMP EXPLODED BY BRITISH SHELLS.

SPOIL AT BEERSHEBA: A "CATERPILLAR"

MATERIAL ABANDONED IN

# ESTIMIOISTING THE FLAG AT JAFFA; AND OTHER SCENES.



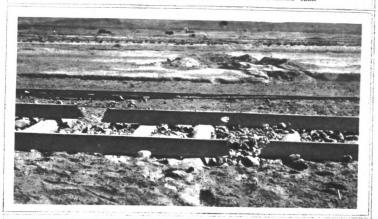
IN MAILWAY TERMINUS ON THE JERUSALEM LINE:



"ABRAHAM'S WELL" ADAPTED FOR TWENTIETH-CENTURY WAR: THE TRADITIONAL WELL
OF SCRIPTURE FITTED UP WITH PUMPING ENGINE AND WATER-DRAWING GEAR.



RACTOR FETCHING IN TURKISH WAR SE ENEMY'S FLIGHT.

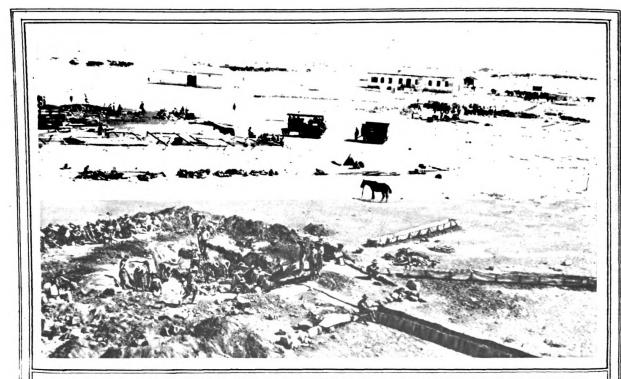


OUR RAILWAY WAR ENGINEERS' DESTRUCTIVE WORK: THE METALS RENDERED USELESS BY SMASHING THE RAILS THROUGH WITH HIGH-EXPLOSIVE CHARGES SET UNDER THE RAILS.

troops figured. The principal Turkish Government building of Jaffa, colloquially called by us the "Town Hall," was the scene. Its exterior architecture, as the illustration shows, resembles a Town Hall of an English country town.

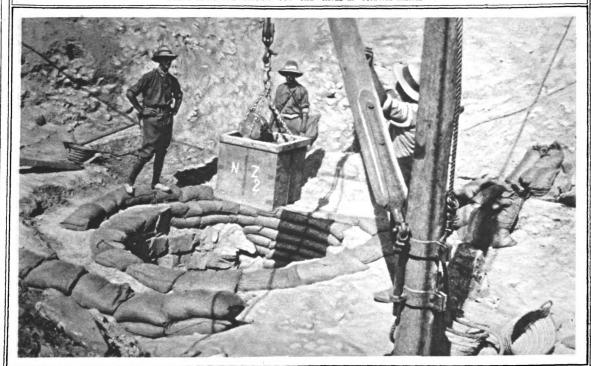
There the British flag was displayed on a flag-pole projecting from the upper central window over the main entrance and approach-stairway, on which the General and Staff and local notables stood. Facing them, drawn up in front, was a guard of honour from the victorious troops, who presented arms on the flag being displayed. The taking of Jaffa, with its railway line to Jerusalem and roadstead, by offering opportunity for the establishment of a coast-base of deparations in a central position, was a highly important and useful strategical score in the campaign, full of possibilities in the near future.

#### THE FIGHTING IN PALESTINE: ENEMY DESTRUCTION OF WELLS.



PICK-AND-SHOVEL WORK—CLEARING THE UPPER SHAFT OF A WELL BLOWN UP BY THE TURKS FROM THE MASS OF SOIL BLOCKING IT:

ANZAC ENGINEERS DIGGING OUT THE CAVED-IN SURFACE-EARTH.



A WRECKED WELL PARTLY REBUILT WITH A SAND-BAG RETAINING WALL; WHILE THE STONES CHOKING IT BELOW ARE BEING REMOVED:

BRINGING UP GREAT STONES IN A BUCKET, WITH A CRANE.

In a land s ch as Central and Southern Palestine, where, amidst fertile districts, there are extensive tracts of barren country—practically desert—extending for miles, the destruction of the wells everywhere by the Turkish retreating troops and their German allies is little less outrageous a crime than the German practice elsewhere, in Flanders, in West, East, and South-West Africa, for instance, of poisoning the water supplies when leaving a place. Not only are such acts contrary to the conventions and usages of civilised warfare, but the local village populations dwelling round about, and dependent on the wells for their daily needs,

suffer cruelly. The work of destruction was carried out by the enemy with deliberation, and in the most thoroughgoing manner, by exploding heavy charges deep down in the cavity of the well, or at the bottom of the shafts, so as to bring down heavy masses of the well massory, and entirely block up the wells, involving much time and labour before water could be got at again. Everywhere, both in the fertile strips and in the barren lands, the wells were found by us quite wrecked. The illustrations on this page show parties of our men digging out the fallent soil, and hauling up, with crane and tackle, ponderous blocks of stones choking the well-pits

# WARING & GILLOW'S NTER SALE

OF LINENS, DRAPERIES, CHINA AND GLASS FOR TWO WEEKS.

Bedspreads.

1,350 Indian Printed Bedspreads to be cleared at exceptional price. Size 1 by 1/4.

For Single Beds... 611 coach to clear Size 1 by 1/4.

For Single Beds... 711 coach to clear For Single Beds... 711 coach to clear Size 1 by 3/4.

Entire Manufacturer's Stock of Printed Bedspreads in various

colours.

For Single Beds ONI.Y—
Usual price 6/11 each,
Sede price 4/11 ,

During this Sale we shall offer a
large stock of Real Lace Bedspreads. Most exclusive and
charming specimens. Prices
ranging from
8 gas. to 50 gas.

**Handkerchiefs** 

100 boxes Ladies' Lawn embroid-ered Handkerchiefs, assorted

ered Hammander 2/6 bax of six.

Special sale price 2/6 bax of six.

250 doz. Ladies' Pure Linen H.S.

Handkerchiefs,

Usual price 4/1 half doz.

Sale price 4/3 half doz.

Latest Novelty in coloured Bord-ered handkerchiefs, assorted de-igns, to be cleared at 1/6 half doz.

Curtains.
75 pairs of handsome Swiss Curtains, 3‡ yards long.
Usual price 47/6 per pair.
Sale price 35/6 per pair.

45 pairs of real Marie Antoinette Curtains, handsome border, 3½ yards long. Usual price 39/6 per pair. Sele price 29/6 per pair.

25 pairs of Mosquito Net Cur-tains, with real linen, lace and insertion.

Usual price 39/6 per pair.

Bale price 25/6 per pair.

Pillow Cases

Hemstitched Fine Longcloth Pillow Cases, size 20 in. by 30 in., washed ready for use. French corners. Usual price 3/6 each. mers. Usual price 3/6 e

Hemstitched Fine Irish Linen Pillow Cases, 20 in, by 30 in, Usual price 6/9 each, Sale price 5/6 each.

Superfine quality Hemstitched Irish Linen Pillow Cases, 20 in.

in. Usual price 8/9 each. Sale price 6/9 each.

Damasks, Brocades, Tapestries, &c.

We have just purchased a stock of Damasks, Brocades, Satins, and various other high-class furnishing fabrics from a well-known West-end firm of Upholsterers. All goods were manufactured before the war, and are of the finest quality. We shall offer these goods at 33 per cent, to 50 per cent, below the usual price, and below we give a few examples of the exceptional bar-gains we are offering in the above stock.

175 yards Italian design Silk Damask, 50 in. wide. Colour, old Florentine red.

Usual price 21/6 per yard, Sale price 14/9 per yard,

THE SPECIMEN BARGAINS printed above are merely a few examples of value to be obtained. Come and inspect the host of bargains we have Dinner Service.

Dinner Service.

Bot. Finest Staffordshire Rarthenware, reproducing an old Rouen design. Introducing the beautiful Red, Blues and Greens for which this china was famed.

Service 52 pieces.

Usual price \$3:9:3.

Bale price \$2:16:6.

Service 67 pieces. Usual price £5:2:6. Sale price £4:5:3. nple plate 1/- post free.

Glass.

large quantity of Finest nglish Crystal Glass of all nds, including some hundreds odd port, sherry, liqueur, aret, champagne glasses, tum-ers, finger bowls, decanters, c, etc., in fine cut and etched signs, mostly six or twelve each.

4 H. M. sta XX 164-180, OXFORD ST., LONDON, W. 1. BOLD ST., LIVERFOOL . DEARGATE, MARCHESTIES.

GRANDS MAGASINS DU

PARIS

# UNIFORMS AND EQUIPMENT

Boots, Shirts, Hosiery, Pyjamas Woollen Wear LEATHER GOODS

INTERPRETERS FOR ALL LANGUAGES









SCIENCE JOTTINGS.

THE FOOD OF THE BRAIN-WORKER.

THE impending shortage of food, which seems to a good many of us to have arrived rlready, has led us to reconsider our ideas as to many things, and in none more than in the amount of food required by difference here can to a certain extent be measured. Is this the case with what is called brain-work?

That the answer must be in the negative is plain when we consider the impossibility of distinguishing or separating the working of the brain from other operations of the organism. A barrister, for instance, it without any great mental strain. But how different is this from the effort required when he has to present the same facts to the Court! Here, besides concentration of mind, he has to exercise watchfulness, readiness, the faculty of criticism—without which he will not be able to see the weak points in his opponent's case—and the capacity for forcing his own views on his hearers which, for want of a better name, we call eloquence. All this involves a strain on the nervous system quite different alike in quality and quantity from that employed in the preparation for it; and, with slight alteration, it may be said that similar arguments apply to the work of a doctor, an artist, a writer, or even a politician.

It follows from this that no Government or other regulation can be expected to make any distinction in food rations for brain-work, which it could, indeed, neither define nor classify. Yet this is not to say that the brain-worker cannot do something in this way for himself. As to quantity, a medical con-temporary has just quoted the experiments of Atwater other American men of science to prove that a man requires the same number of calories when engaged in "severe mental labour" as when at rest. This is not very conclusive, because a man of active brain is probably thinking about something even when he is not employing his talents in the exercise of his craft, and he is thus, perhaps, using as much energy in the one case as the other. But there can be no reason why he should put more work than he can help on the parts of his organism other than his brain, and his food should therefore be chosen with regard to its digestibility. Idiosyncrasies differ so much in this respect that no hard-and-fast rule can be laid down as to what is or is not digestible; but to most of us fish and meat, if well cooked, are more quickly assimilated than other forms of food, which is an important consideration for a very busy man. As to stimulants, although here again individual cases vary very much, the alcoholic ones are, as a rule, more beneficial—or less injurious—if taken after instead of during mental work. The contrary may be said of coffee, and for those whom it suits it is probably a better beverage than tea—which is, moreover, now both bad and scarce. The great thing before rationing actually comes will be to experiment cautiously,



A CITY OF PALESTINE IN BRITISH OCCUPATION: BEERSHEBA-THE MOSQUE, AND SOME ANZAC TROOPERS. Photograph by Topical.

different classes of the community. In the blissful days before the war, the measure of this, as of most other things, was money; and it was tacitly assumed that the length of a man's meal, except in cases of ill-health, roughly corresponded to the length of his purse. Now, however, we find ourselves confronted with a different standard of value; and, in the rationing scheme which has for some time loomed ever larger on the horizon, it is plain that everyone will allowed food in accordance not with their income, but with the nature of their work. Thus we are told in no uncertain way that the biggest ration will go to the man engaged in heavy manual labour, the next largest to the "light" manual worker, and the smallest of all to him occupied with sedentary work with, of course, a proportionate reduction in the case of women and children.

This is the easiest and probably the most popular division of the community that can be made, which is in itself quite enough to account for its being adopted by any Government department; yet it is evidently not the most scientific. To get at the real necessities of the individual, weight, age, and power of digestion ought all to be taken into account, together with such external factors as warmth-which in this climate generally means season—and circumstances of the occupation. No one, for instance, would dream of feeding a fisherman exposed to the icy blasts and low temperature of the North Sea in winter, on the same diet as the copper-furnace man or gas-stoker, whose work is generally carried on in a heat of at least 90 deg. F. Both are engaged in "heavy" labour, and will be entitled to the same rations under the Government scheme; yet the inequality is hardly so glaring as in the different forms of so-called sedentary work. The watchmaker—whose work, though conducted sitting down, involves the severest tax on the senses of sight and touch—is by this classification to be treated in the same way as the clerk whose duty consists in copying figures into a book; but no one can doubt which of the two, after a day's spell, has taken the most out of himself. Yet, after all, the

spends a considerable part of his time in getting up his cases—which means, as a rule, concentrating his whole attention on a mass of dry and dusty details, which he has to get into his head in such form that they can be reproduced methodically and accurately. Such a task would be impossible to an untrained layman; yet, thanks to the form in which the facts



SLEEPING ON STONY GROUND: A BRITISH OFFICER'S BED IN THE WADI-EL-SABA, NEAR BEERSHEBA Photograph by Topical.

are presented to him, and to the pigeon-holes, so to speak, into which litigation naturally divides itself, an advocate in good practice can generally accomplish may have given us an opportunity.

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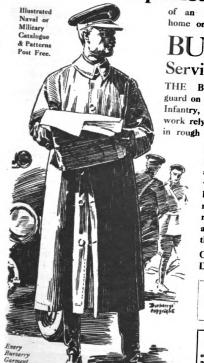
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of an Officer's Kit, whether at home or abroad, consists of THE

## BURBERRY

Service Weatherproof

THE BURBERRY is the safeguard on which Officers on Cavalry, Infantry, Artillery, or Transport work rely for comfort and security in rough weather.

THE BURBERRY is the most reliable shield available against rain and cold winds, and is supremely healthful because its materials are independent of rubber, oiled-silk or other airtight fabrics for aid to their efficiency.

Complete Kits in 2 to 4 Days or Ready - to - Wear.

Duing the War BURBERRYS CLEAN and RE-PROOF Officers' Burberry Weatherproofs FREE OF CHARGE.

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of Ladies' and Men's 1917 Weather, proofs, Topcoats, Gowas, Suits, and all descripcions of Out-door Dress also a few Military Garments.

BURBERRYS Haymarket LONDON S.W. Boulevard Malesherbes PARIS; also Provincial Agents





## AT THE FRONT.

Hot OXO is an inestimable boon to the fighting forces at this time of the year.

It takes up little space, is easily carried, and can be converted quickly into a hot nourishing drink which, with bread or biscuits, will sustain for hours.

From France:

"We are a unit of the 'Old Contemptibles' and so are just embarking on our fourth winter in the field, and I assure you we are very thankful for a cup of hot OXO during the cold wet nights. The winter appears to have set in very early this year out here, and it is extremely wet already, and I am afraid the mud, etc., will be worse than last winter."

#### From Mesopotamia:

A correspondent kindly writes us as follows:-

"You may be interested to know that I have been sending OXO to my son in Mesopotamia, and he writes: 'The OXO you sent made many meals worth eating. If you had seen the number of fellows who asked me for some, and whom I had to refuse, you would be inclined to write OXO a stirring testimonial."

OXO Limited, Thames House, London, E.C.4.



#### NEW YEAR READING FOR BOYS AND GIRLS: STORIES AND PICTURE-BOOKS

WAR stories are naturally popular with boys and girls nowadays; and of all such books, perhaps naval stories are liked the best. "News of Battle," by Commander E. H. Currey, R.N. (Nelson), is an exciting tale



ON THE WINTRY WESTERN FRONT: A FRENCH MOTOR-CAR IN DIFFICULTIES. ritish Official Photograph

of the present war, and the fact that its author is a naval officer is, of course, a guarantee of accuracy in technical details. The hero is a Midshipman, and his adventures officer is, of course, a guarantee of accuracy in technical details. The hero is a Midshipman, and his adventures carry him from the coast of Africa to various other parts of the world, until we find him at length on a submarine on the Baltic. Boys and girls who like naval stories—and was there ever one who did not?—will be sure to revel in this one. Another interesting book about the sea of a different type—not a story, but a historical and descriptive account—is "Ships and Seafaring." by Arthur O. Cooke (T. C. and E. C. Jack). It belongs to the excellent and popular "Shown to the Children" series, edited by Louey Chisholm. Beginning with a short chapter on ships of the past, the author goes on to tell all about the different kinds of merchant ships and the building of them, as well as about docks, dredgers, lighthouses, beacons, and buoys, with a special chapter on the Panama Canal. He has not dealt with war-ships, as the story of the British Navy is told in another volume of the series. The book is admirably illustrated with a large number of tinted photographs and some drawings.

The other books on our present list are for rather anger readers. "Little Mother," by Ruth Brown The other books on our present list are for rather younger readers. "Little Mother," by Rath Brown MacArthur (Harrap), is a domestic tale about a little orphan girl in New England, who, like the heroine of Jean Webster's "Daddy Long Legs," after many vicissitudes, is lifted out of drab surroundings into a happier world. It will appeal to girls who have just got beyond the picture-book and short-story stage. The illustrations consist of a coloured frontispiece and four full page drawings. Things

trations consist of a coloured frontispiece and four full-page drawings. Things real and imaginary are mingled in another "full-length" story called "Knock Three Times!" by Marion St. John Webb, with eight colour-plates by Margaret W. Tarrant (Harrap). Somewhat after the manner of "Alice," John Webb, with eight coonur-places of Margaret W. Tarrant (Harrap). Somewhat after the manner of "Alice," Molly, the heroine, passes by the magic of dreams into fairyland; but, unlike Alice, she has a brother Jack to go with her. They have strange adventures in a "possible world" before they return to the "impossible world" in which we live. Of a similar type is "Adventures in Magic Land; and Other Tales," by Dorothy Black, illustrated (in colour and line) by Florence Anderson (Harrap). In this case the adventure - seekers are three—Ethel, Melodie, and Sandy—and they

and Sandy—and they find their way into the land of faerie, with the aid of a magic lizard, through a mysterious Indian cabinet

For children who prefer collections of little tales and verses, with great abundance of pictures, two attractive volumes may be recommended. One is Ward Lock's "Wonder Book," a Picture may be recommended. One is Ward Lock's "Wonder Book," a Picture Annual for Boys and Girls edited by Harry Golding, with twelve coloured plates and hundreds of illustrations. Among the contributors to this amusing book are Eugene Field, Miss Jessie Pope, and G. E. Shepheard. The other book is "Father Tuck's Annual," edited by Captain Edric Vredenburg. It contains storles by Mr. Norman Gale and other writers; while the illustrators include Mr. Louis Wain, of "cat" renown.

Our readers should notice that Burberrys announce for their 1918 sale, which commenced Jan. I, that goods cannot be sent on approval, as the Ministry of Labour requires that, wherever possible, labour should be saved. Forward-ing goods on approval entails an enormous amount of work

and Burberrys' decision to avoid this extra labour is to be commended. A personal visit is therefore desirable, in order to secure some of the bargains which are being offered.

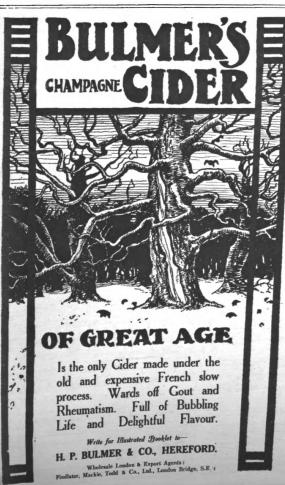
order to secure some of the bargains which are being offered.

The first day of Liberty and Company's Winter 'Sale is always a red-letter day in the calendar of people of taste. This year it is Monday, Jan. 7, and the large and varied stock to be offered at very moderate prices holds something to satisfy every taste. To mention just one or two out of hundreds, there will be offered 8000 yards of Indian tussore silk (undyed), strong and durable, 33 inches wide, at 2s. 1rd. per yard; dress-lengths of floral voile in daintily coloured designs, 27 to 40 inches wide, at 75. 6d. 8s. 6d. at 2s. 11d. per yard; dress-lengths of floral voile in daintily coloured designs, 27 to 40 inches wide, at 7s. 6d., 8s. 6d., 9s. 6d., and 10s. 6d. a dress-length; floral voiles, 27 inches wide, from 1s. 3d. a yard, and 40 inches wide, from 1s. 6d. a yard; remnants (only) of velveteen, 3s. a yard for lengths of 2 yards and under, 4s. a yard for lengths over 2 yards; 2500 yards of cretonnes in effective designs and colourings, reduced from 1s. 3d. to 94d. per yard; 5750 yards of serviceable cretonne in floral and conventional designs, for coverings and draperies, reduced from 1s. 9d. to 1s. per yard. There are also many model gowns from Liberty's Paris house at half price, and a number of gowns in Liberty velvet and velveteen; slightly soiled evening gowns and day dresses at greatly reduced prices, a few day

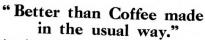


ON THE WINTRY WESTERN FRONT: OUR TOMMIES FIND SOME MISTLETOE

dresses in taffeta and silk at less than half-price, and many bargains in silk, velveteen, and floral voile blouses. The millinery bargains include velour hats, semi-trimmed, from 18s. 6d.; untrimmed, 12s. 6d.; and other hats and bonnets at clearance prices.







A Lady writes: "I must say how very much surprised I was on tasting your Café au Lait to find it so nice—better than Coffee made in the usual way. In fact, it is far superior to anything I have had in the Coffee line."

Milkmaid Café au Lait is not only superior to any other Coffee, it is easier to prepare -only boiling water neededand very economical. It is not an essence or anything of that sort-just the finest freshly ground

Coffee, pure full-cream milk and refined sugar expertly blended in exactly correct proportions.



Identical in every respect with the true French Café au Lait—the same fragrant aroma, the same invigorating flavour, the same invigorating challities. and sustaining qualities.

Prepared in England by the well-known firm of NESTLE and sold by all Grocers and Stores.

Cash Price : 6d., 11 d., & 1/10 per tin

Beware of inferior imi-tations - insist always on MILKMAID Cafe au Lait.





## Scientific Aid in the Prevention of Disease

How the germs of Influenza, Pneumonia and Catarrh are defeated.

Bacteriologists have been wonderfully successful in late years in discovering and isolating for observation the various microorganisms which are responsible for disease.

They have found that the microbes answerable for ailments of the throat and lungs always enter the system by way of the mouth and throat.

Once the disease has obtained hold, a definite routine of bed and medical treatment is necessary:-

but in most cases the risk may be averted if the hostile germs are overcome at the point of entry.

When danger threatens in cold and wet weather, or when natural resistance is lowered through the foul air of crowded rooms or buildings, you may prevent any ill effects by taking

The effective precautionary measure against the microbes of Influenza, Catarrh, Pneumonia, Diphtheria, etc.

The unique antiseptic qualities possessed by Evans' Pastilles aid the natural resistance against all microbes which attack the mouth and throat. The Pastilles are made from a private formula and they are free from poisonous alkaloids. They strengthen the vocal cords, allay and prevent irritation of the throat, and loosen any mucous secretions which may be present.

TRENCH Splendid for preventing the unpleasant effects which result from trench odours, and they to the Front.





"See the Raised Bar on each Pastille."

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Evans Sons Lescher & Webb, Ltd. 56, Hanover Street, Liverpool.

And at London & New York.

#### THE PLAYHOUSES.

#### "ALADDIN." AT DRURY LANE.

"ALADDIN." AT DRURY LANE.

If one of the prime aims of pantomime is to make our young folk laugh—and surely it should be more than ever so in these times—then it is a wise management which, having collected a band of comedians, each with his marked vein of humour, and all working in harmony, holds on to them, and changes anything rather than its cast. That is the policy of Mr. Arthur Collins, who, in his beautifully staged version of "Aladdin," quickly brings us into the presence of that happy trio of favourites, Mr. Robert Hale, Mr. Will Evans, and Mr. Stanley Lupino. Their exterior guises may be different—this year Mr. Hale figures as a magician; Mr. Evans is Slave of the Ring; and Mr. Lupino dons skirts as Widow Twankay—no bar, fortunately, to his doing one of his delirious break-down—but the fun they make is of the customary genial sort. To watch Mr. Hale involving the whole company in a whirl as he sings "Dance With Mr., Girls," or getting more and more frenzied over a simple piece of dialogue, while his partner remains stolid; to see Mr. Evans building up a palace out of a couple of poles, a coil of rope, and a brick or two, and maintaining his bland, ingenuous, good-tempered air in the height of failure; to contemplate Mr. Lupino's Widow manipulating her inexhaustible teasort or helping to ure; to contemplate Mr. Lupino's Widow manipulating her inex-haustible tea-pot, or helping to pack a bottomless trunk, is to be

pack a bottomless trunk, is to be overcome with merriment—such an irresistible turn can these artists give to simple jokes. There is more at Drury Lane than fun, of course, just as there are other members of the cast than comedians. Romance has its turn, with Miss Madge Titheradge really acting the role of Aladdin, and pretty Miss Daisy Bindley as Princess, assisting the love-scenes with songs; and there are both beauty and fantasy in the contrasted pictures of the Cave, a study in shadows, and the Palace, with its dazzle of lights, and its warm and delicately blended colours. So that Aladdin's magic ought to have charms enough to draw big crowds to the Lane all through the holiday weeks.

"BLUEBELL IN FAIRYLAND." AT THE ALHAMBRA.

BLUEBELL IN FAIRYLAND." AT THE ALHAMBRA. Whoever prompted the idea, it was an inspiration that suggested the engagement of Miss Ellaline Terriss to

Don't Envy them.

Imitate them.

WHY

Because the Hair b

withered, and

it. Ladies require it the Hair Soft and Silky.

Children require it to lay the founda of a Luxurious Growth.

s prepared also in a Golden Colour for Fair Hair, dird 3/6, 7/-, 10/6 and 21/- sizes by Stores, Chen roid cheap, spurjons institute 67, Hatton Garden,

resume her old part at Albambra matinées, in a reproduction of "Bluebell in Fairyland"; for here is a blend of fairy-tale and sentimental fable, appropriate to the season; and in Miss Terriss we have an actress with just the charm to recommend both its pathos and its lancy. Time seems to have stood still in her case; and her voice, alike in speaking and singing, has still its girlish appeal; she still seems in her right place as leader in a romp of children. Mr. Seymour Hicks is not with her in this revival, but a good substitute has been found in Mr. Dan

schoolgirls towards tinier playgoers only just being admitted to the company of Peter, and sweet, mothering Wendy, and the pirates, and the Red Indians, and the mermaids. But they forget to be superior when once the famous story begins, and as laughter and cries of delight show, veterans and novices alike at once surrender to the spell of Sir James Barrie's wizardry. Youngsters, in all their degrees, are lucky in getting, this year, at the New one of the best of Peters, Miss Fay Compton's, partnered with a most attractive-looking Wendy, that of Miss isobei Elsom; and their good fortune holds in being able to have at call the mock-heroics of Mr. George Shelton's Smee. It is good to see that there is one thing the war will never make them or us outlive.

"THE BEAUTY SPOT."

### "THE BEAUTY SPOT." AT THE GAIETY.

AT THE GAIETY.

"The Beauty Spot," at the Gaiety, is in literal truth Mille. Régine Flory herself. The story with which her art is associated a story with the flavouring of Gallic farce, all about an old gentleman who claimed credit for having written a book about Baluchistan, and proper having a harden propersistics." written a book about Baluchistan, and, never having been there, was embarrassed to find himself beset by blackmailers, sham or real Baluchis, and other intrudersneeds only perfunctory mention. The comedians who support her they include the clever quartet Mr. Arthur Whitby, Mr. Tom Walls, Mr. Douglas McLaren, and Mr. Claude Cameron—are expected. Mr. Claude Cameron-are expected to make their bricks with very little straw, though they do it very amusingly; and even such favour-ites as Miss Moya Mannering and

ites as Miss Moya Mannering and Miss Peggy Kurton get the smallest of chances, Miss Masie Gay coming off better in comparison, for she has the lion's share in a "youlciling" duet which is a delicious piece of parody. Fortunately, Régine Flory is a whole entertainment in herself; and, fortunately also, Mr. James Tate has been more lavish than his wont in exhilarating airs, dance refrains, and concerted numbers. To see Mile. Flory at her best you must wait for her "hashish" dance in the last act, in which Mr. Jan Oyra assists. Poerry, drama, frenzy are terms which can be used without extravagance to describe her movements in the different phases of this extraordinary episode; it will afford London a new thrill. Not that the artist confines herself to a single effort; whenever she is on the stage, silent or speaking, her whenever she is on the stage, silent or speaking, her

MANCHESTER, England



WITH THE BRITISH IN ITALY: NEWLY ARRIVED TROOPS ON THEIR WAY FROM THE STATION.

British Official Photograph

Agar, whose Dicky sings of a 'busless Hackney,' and plenty Agar, whose Dicky sings of a busiess Hacking; and plenty of tun also comes from Messrs. Johnny Danwers and Harry Pl.ydora, as Blib and Blob, and from John Coy, in a neat impersonation of a cat. The piece is very attractively mounted. "PETER PAN." AT THE NEW.

Since "Peter Pan," for all his refusal to grow up, has had no fewer than fourteen Christmas birthdays in London, there are now among his child-devotees those who may be called veterans in his service; and very quaint it is to note the airs of patronage they assume—these schoolboys and



**GOOD HAIR** 

**IACASSAR** 

OIL

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pure and

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**ROWLAND'S** 





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The "Service" Wrist Watch, with luminous figures and hands visible at night. In silver case with lever movement and leather strap suitable for roughly wear. Air, damp, and dust tight. £3:0:0

A large selection of other varieties from

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WATCHES, CLOCKS, & JEWELLERY of every description.

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RELIEF FOR ALL.

BROWN'S

Why not try these TROCHES for your fidgrey cough. They are the old-fashioned remedy in the pare the old-fashioned remedy in the part of the p

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COMMENCES MONDAY, JAN. 7th,

AND TERMINATES FRIDAY. JANUARY 18th.

EXCEPTIONAL BARGAINS IN ALL DEPARTMENTS.



12 ONLY, MODEL FUR COATS in Seal dyed Coney. Cut on ample lines, lined good

Original Price 29 Gns. Sale Price 16! Gns. Sale Price £5 18 6

DAINTY RESTAURANT GOWN, in heavy quality Georgette, knife pleated and turislied with belt of velvet and Oriental embroidery. In black and various dainty colourings.

RICH CHIFFON VELVET TEAGOWN with soft sash of velvet, trimined handsone coborned trimings and edged linge. Also in brocade. Original Price 98/5

Sale Price 84/-

100 CRÉPE DE CHINE SPORTS COATS, as sketch and in many other styles, in-cluding all our exclusive novel-ties, of which the sketch is a typical example. Original Prices 94/6 to 9 Gns.

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These garments cannot be sent on approval. Sale Catalogue post free. WIGMORE ST. & WELBECK ST., LONDON, W. 1

## Clear Skin, Bright Eyes, the Liver active and well

You will feel young and full of vigour if you take **Carter's Little Liver Pills.** Keep them on your dressing table and take a dose the moment you begin to need a liver and toward regulator. bowel regulator.

Don't wait for dizzy, bilious headaches, disordered stomach or sallow, blotchy skin to trouble you. Be well all the time!

Children take them without fuss.

Carter's Little Liver Pills



Small Pill, Small Dose, Small Price.

GENUINE must bear signature

Brent Good

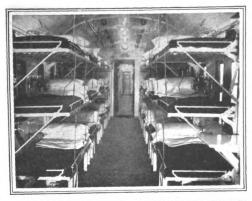


continued. It is, perhaps, unnecessary to add that she wears gorgeous clothes. From that point of view the Gaiety, as well as its "star" performer, is a "beauty.spot."

"ALICE IN WONDERLAND." AT THE SAVOY.

"ALICE IN WONDERLAND." AT THE SAVOY.
There is an older nursery favourite than "Peter Pan"; and all who like fidelity must be glad to see that "Alice in Wonderland" still holds her ground against her rival. Lewis Carroll had much to do with teaching us the art of make-believe, and it must be a strange child that cannot find delight in the oddities of the March Hare and the Mad Hatter, and the Carpenter, and the Walrus, and Tweedledum and Tweedledue. All these popular characters are on view at Savoy matinées, now—Mr. Hayden Coffin repeating his clever representation of the Mad Hatter; and the Slaughter music still happily illustrates the play; and once more a band of children interpret most of the roles, headed by Miss Estelle Dudley, a well-trained Alice. The old traditions, therefore, are well kept up in the latest revival.

There is to every woman's mind a natural attraction in the phrase "Exceptional bargains in all departments," and it is fully justified in its application to Messrs. Debenham and Freebody's great sale, which commences



AMERICA'S CARE FOR ITS WOUNDED: THE FIRST AMBULANCE TRAIN BUILT BY THE MIDLAND RAILWAY COMPANY FOR THE AMERICAN ARMY. On the last day of the year, a number of visitors attended at St. Pancras Station to inspect the Our he last day to the year, a humor first Ambulance Train built by the Midland Railway Company for the American Army. Our photograph shows the arrangement of the beds, which has been planned to ensure the greatest possible ease and comfort for the occupants. Photograph by Topical.

on Jan. 7, and lasts for only ten days. Typical bargains to be found at the show-rooms of the firm in Wigmore Street and Welbeck Street, W., are represented by some model fur coats in seal-dyed coney, reduced from 20 guineas to 16½ guineas, lined with fancy silk. Chic and dainty are restaurant gowns in heavy-quality georgette. These are offered at £5 188. 6d.; and rich chilfon, velvet, or brocade tea-gowns are reduced from 98x od. to 84x. Messrs. Debenham and Freebody are also offering a hundred charming sports coats, the original prices of which

ing sports coats, the original prices of which ranged from 94s, od. to 9 guineas, but which are now reduced to 64s, each. A Sale Catalogue will be sent on application.

The famous house of Waring and Gillow, Ltd., justifiably priding itselt upon the wealth of variety in the bargains offered by them in their great show-rooms at 104-180, Oxford Street, W., reminds intending purchasers that they are only calling attention to a few specimen bargains out of a host. Their Winter Sale of linens, etc., which lasts or two weeks, includes bed-spreads, linens, draperies, china, glass, etc., all heavily reduced. Indian bed spreads, for example, 185, 11d.; while, in contrast, there are lovely lace specimens from 8 to 50 guineas. In curtains, pretty Swiss examples are reduced from 47s, 6d. to 35s. 6d. per pair. A large stock of damasks, brocades, tapestries, etc., just purchased, are offered at 33 1-3 to 50 per cent. below the usual prices; and articles in china and glass are included in the sale.

The woman has yet to The famous house of Waring and Gillow

are included in the sale.

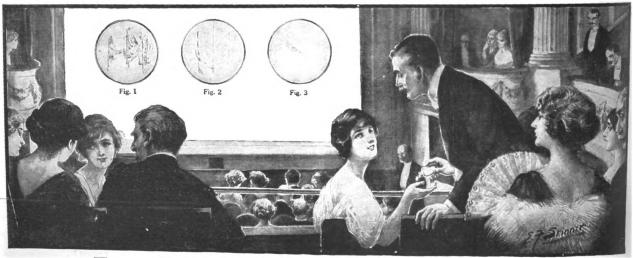
The woman has yet to be born to whom the words "wonderful bargains" do not seem to hold out an irresistible invitation. And it is just "wonderful bargains" which are being offered on Jan. 7, and for the following three weeks, by Messrs, Marshall and Snelgrove in their Winter Sale at Vere Street and Oxford Street, W. The reduced prices refer to high-grade goods, so that quality is not sacrificed to economy of cost. A stylishly simple restaurant frock, with a bodice of brocade and a skirt of black georgette or nmon, is reduced from 8½ guineas to 6½ guineas; and some smart fur coats of selected seal-dyed coney, with collar and cuts of skink-dyed opossum, are reduced from 25 guineas to 18½ guineas. A number of model

tea-gowns in rich satin beauty velvet, charmeuse, or tinsel brocade, are reduced from their original prices of 12½ to 22½ guineas to 8½ guineas; and there are mercerised sports coats in a great variety of colour, reduced from 37s. 6d. to 21s. Messrs. Marshall and Snelgrove will send a Sale Catalogue if desired.



AMERICA'S CARE FOR ITS WOUNDED: THE FIRST AMBULANCE TRAIN BUILT BY THE MIDLAND RAILWAY COMPANY FOR THE AMERICAN ARMY. It will be noticed that the train inspected by a number of visitors at St. Pancras Station, on December 31, by invitation of the Midland Railway Company, and built by that Company for the American Army, bears in large figures at the rear its identification number and initials. [Pancaraph by Topical]

The keynote of Jays' Winter Sale, now in progress at the famous and familiar show-rooms in Regent Street, is "War-Time Economy," with the tempting addition, "The best of everything in tasteful dress, at greatly reduced prices." A sale at such a house is not to be missed by women who are wise and wish to be well dressed. The bargains offered include hur coats of the latest styles, velour and ratine, trimmed beaver, nutria, musquash, and other furs, including beautiful silver-fox ties, Russian sable capes, skunk collars and muffs, and ermine and chinchilla wraps, all reduced in price; and there are many bargains in sports coats, whollen, cashmeres, spin silk, or stockingette, 'in all colours and at all prices, as well as a fine selection of silk and other hose, underwear, gloves, and hossery; and the array of beautiful evening cloaks in chifton velvets and velvets are all heavily reduced in price and in themselves worth a pilgrimage to Messrs, Jay, Ltd., will gladly send a price-list of their Winter Sale on application. The keynote of Jays' Winter Sale, now in progress at



## To avoid Sore Throat in crowded, stuffy places, Take FORMAMINT Tablets

When you are sitting in a hot vitiated atmosphere—with a draught chilling your spine and people coughing and sneezing all round you - you are almost certain to catch a sore throat, cold, or influenza unless you protect yourself by taking Formamint.

Sucking Formamint tablets, you can hardly realise that you are disinfecting your mouth and throat with one of the most powerful germicides known to Science. All you are aware of is a faintly acidulated sweetness, cleansing and moistening the membranes, allaying thirst, refreshing the vocal organs, and purifying the breath without scenting it.

Yet these dainty white tablets, so innocently tempting to the palate, so harmless that even children and

infants can take them freely—have for years past been used by doctors to destroy the most harmful bacteria that menace human life.

Look, for example, at the above micro-photographs Look, for example, at the above micro-photographs of actual experiments made by a leading scientist. Fig. 1 shows virulent diphtheria germs as they grow in the throat, Fig. 2 their rapid decrease after one Formamint tablet, Fig. 3 their total extinction after three Formamint tablets.

On the weaker micro-organisms which cause common sore throats, etc., Formamint's action is still more swift and deadly. Hence, people who use it regularly have the same experience as Lady Ratcliffe Ellis, who writes: "Owing to taking Formamint Tablets Lady Ratcliffe-Ellis has not had a cold or sore throat once this winter."

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unusual fatigue.

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But only the low leg boots, as illustrated here, not the high leg, the field boots, since the latter, so short is the supply, must still be reserved exclu-

sively for officers actually at the front.

Officers, whether at home or at the front, anxious to have warm, dry feet this winter, should always look for the name Lotus on the soles. It is a guarantee that the boots are absolutely waterproof.



#### THE CHRONICLE OF THE CAR.

The Use of Gas
Restricted.

The anticipated blow has fallen, and
the use of coal-gas as motive-power
for motor-vehicles is now, or shortly
will be, subjected to practically the same restrictions as
obtain in the case of petrol. According to the terms of
the official announcement issued just prior to the Christmas
holidays, in consequence of the serious position arising
out of the shortage of tonnage, and the probability that



TRIALS OVER SOME ROUGH ROUTES: A CROSSLEY CAR ON ITS METTLE Our photograph deals with the series of Crossley Car Trials for the Russian Government over test routes in Derbyshire and Surrey, which were carried out with complete success.

circumstances may at any time arise which will require a further reduction of the supplies of petrol available for civilian purposes; and, further, having regard to the necesa further reduction of the supplies of period available to civilian purposes; and, further, having regard to the necessity for reducing to the absolute minimum the expenditure of labour and materials for other than war purposes—the Board of Trade, with the concurrence of Mr. Walter Long's Petrcl. Im Executive, have decided that the use of gas for motor-vehicles is to be brought under the same regulations and restrictions as the use of motor-spirit, so as to provide that, to the extent that gas is available, it shall only be used for essential needs in substitution for petrol, with the object of reducing the consumption of the latter whenever practical and conserving stocks. It is recognised that a certain number of vehicles have already been fitted for the use of gas; and, wherever possible, permits will be granted in these cases to enable such vehicles to be used for the essential purposes as recognised by the Motor Restriction Order. It should, proceeds the notification, be understood that it is not intended to prohibit the use of gas for motor-vehicles in so far as, subject to other considerations, it may be available, nor to livense the quantity that may be purchased, but only to confine its use to the purpose stated. The best methods of the adaptation of gas for driving motor-vehicles, and questions relating to the safeguards against any danger attending its use, are the subject of investigation by Mr. Walter Long's Committee on Gas Traction. It is proposed shortly to rissue a new Order consolidating and amending the present Motor Spirit Restriction Orders, and the regulation of gas will be dealt with in the new Order. It is difficult to see the real import of the new announcement, unless it is that it is frankly intended to put a stop altogether to the use of the car for any but the strictest purposes of national service. It does not run with the request of the late Minister of Munitions that all possible use should be made of gas on account of the increasing amounts of the by-products required for explosives. Nor does it seem at first sight that it will have the slightest effect on the consumption of petrol, for the obvious reason that the more cars that

the slightest effect on the consumption of petrol, for the obvious reason that the more cars that are converted to the use of gas the smaller must the demand for motor-spirit become. Looking at the whole question as it stands, there is only one interpretation to be put upon it, and that is the one I have suggested that the intention is to stop all private motoring, irrespective of the kind of fuel employed and whether or not that fuel implies the use of tonnage for its transport. It it is really necessary, then we

it is really necessary, then we are willing to put up with all these restrictions - and more hese restrictions—and more besides—but itadoes seem that once again the unfortunate motorist is being singled out for differential treatment.

Although America is in the war and is concentrating all A Wonderful New Record.

her efforts on speedy victory, it would seem that there is still time for other things across the Atlantic. For instance, Ralph de Palma, the racing motorist, has recently been able to achieve a new world's speed record by covering (16) miles in six hours, a few days after having made a new hour record of 100 miles. The previous record was held by a Sunbeam car, driven in turn by Chassaigne, Resta, and K. Lee-Guinness, saigne, Resta, and K. Lee-Guinness, and stood at 500 miles 580 yards, an average of 94°30 miles per hour. De Palma's average speed works out

at 102.8 miles an hour! The record was accomplished on the Sheepshead Bay track, and it is claimed that de Palma, by driving wide, actually covered a dis-tance of 633 miles in the six hours, which would make his average iles in which the SN none, some would make his average speed rather more than 105½ miles per hour. Officially, he covered 110 miles in the first hour, and, as he had stops totalling 15 min. 20 sec., his actual official average speed was about 111 miles an hour. The car used was a twelve-cylinder Packard, the same on which de Palma created Packard, the same on which de Palma created his one hour record, to which reference his been made al-W. W. ready.



AN AMBASSADOR OF COMMERCE MR. A. C. HILLS.

Mr. A. C. Hills, who at the begin the war was manager of the RSA Motor Department, has been away from England for some eight months, estimat-ing the prospects of future business in the Near and Far East. He has travelled some 40,000 miles, and gathered muc valuable information as to the outloo for business after the war



TRIALS OVER SOME ROUGH ROUTES: A CROSSLEY CAR AMONG THE HILLS. The scene in this photograph is picturesque, but the trials of which it represents one were firstrate tests of the cars, and were invariably satisfactory

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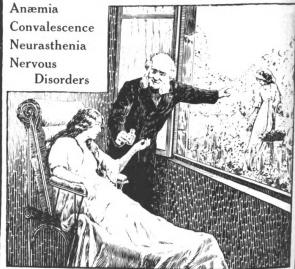
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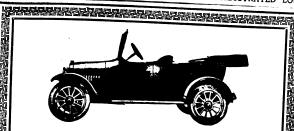
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Palace, Camberwell, Oct., 16, 1917.

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# **L** Points about

#### No. 2—COMFORT.

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#### CHESS.

To Correspondents.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.

CORRECT SOLUTIONS OF PROBLEM No. 3773 from J C Gardner (Toronto) and P G Smith; of No. 3773 from T A Truscott (Forest Gate), F Drakeford (Brampton), G Buchanan (Kensington), P L Lurusden (Edling), and G B Carter (Brighton). Carter (Brighton).

GAMES SHORT AND SWEET FOR HOLIDAY FARE Our collection of Chess Brevities this year has yielded very scanty results, but the following, all taken from the British Chess Magazine, are worthy

#### PLAYED IN BORDEAUX.

WHITE	BLACK	
(Mr. Gaudin)	(Mr. Guerineau)	
1. P to K 4th	P to Q B 3rd	ł
2. P to Q 4th	P to Q 4th	I
3. Kt to Q B 3rd	P takes P	
1. Kt takes P	B to B 4th	
	25 . 22	-1

5. Kt to Kt 3rd B to Kt 3rd 6. Kt to B 3rd P to K 3rd 7. P to K R 4th P to K R 3rd 8. Kt to K 5th B to R 2nd Kt to Q 2nd

WHITE BLACK
(Mr. Gaudin) (Mr. Guerineau) (Mr. Gaudin)
10. B to K B 4th K K to B 3rd
11. B to B 3rd K to Q 4th
12. B takes Kt K P takes B
13. Q to K and Q to K 2rd
14. Castles
15. Kt tks Q B P Resigns.

By his 4th more Block with

By his 14th move, Black walks clean into his fate; but White's ending is most brilliant.

Played in Correspondence Match between North and South Hants. (Philidor's Defence.)

 
 WHITE
 BLACK

 (Mr. S. D. Caws)
 (Mr. E. Parson.)

 1. P to K 4th
 P to K 4th

 2. K to K B 3rd P to Q 3rd
 8. Kt takes K

 3. P to Q 4th
 4kt to K B 3rd

 4. W to K B 5rd
 9 to Q 3rd

 5. P to Q 4th
 6kt to K B 5rd

 6kt to K B 5rd
 9 to Q 3rd
 (Mr. S. D. Caws) (Mr. E. Parsons)
1. P to K 44th P to K 4th
2. Kt to K B 3rd P to Q 3rd
3. P to Q 4th Kt to K B 3rd
4. Kt to Q B 3rd Q Kt to Q rnd
5. B to Q B 4th B to K 2nd
6. P to Q R 3rd P to B 3rd

10. Kt takes P (ch) Resigns

Black's 7th move is his ratal mistake.

SOLUTION OF PROBLEM No. 3773. - BY H. F. L. MEYER

WHITE

1. Kt (at R 6th) to Kt 4th BLACK 2. Q to B 4th (ch) 3. Kt mates.

If Black play, 1. R takes P, 2. Q to Q 4th (ch); if 1. R Kt 6th, 2. Kt to 2nd (ch); and if 1. K to Q 7th, then 2. Q to B 3rd (ch), etc.

PROBLEM NO. 3775. By T. R. Dawson.



WHITE.

White to play, and mate in two moves

Played in the Open Tournament of the Victoria (B.C.) City Chess Club. (Scotch Gambit.)

WHITE BLACK
(Mr. C. F. Daire) (Mr. B. Hewitt)

Mr. C. F. Daire) (Mr. B. Hewit 1. P to K 4th P to K 4th 2. Kt to K B 3rd Kt to Q B 3rd 3. P to Q 4th P to Q 3rd 5. Castles B to Kt 5th 6. P to B 3rd P takes P 7. Kt takes P Kt to K 4th

WHITE BLACK
(Mr. C. F. Daire) (Mr. B. H witt) 8. Kt takes Kt B takes Q
9. B takes P (ch) K to K 2nd
10. Kt to Q 5th (mate)

This is a veritable chestnut; but we have many readers at the Front to whom it is probably new, and for their interest we give it afresh.

By T R Dawson. W King at Q Kt 2nd; R's at Q R 6th and Q 8th; Kt at Q B 6th; P at Q R 3rd. Black—K at Q B 2nd; P's at Q R 4th and 5th and Q Kt 6th. White stalemates in three moves.

By W. MERKDITH.—White K at K Kt 5th, Q at K R 3rd, R at Q B 3rd, Kt's at Q Kt sq and K 3rd; B at Q 6th; P's at Q B 4th and Q Kt 4th, Black—K at Q 5th; Kt's at Q 6th and Q Kt 4th, Stake—K at Q 5th; Kt's at Q 6th and Q K 8th; P's at K Kt 3rd and K 5th. White mates in two moves.

The sea as a barrier to investigation is the keynote of the Introduction, by Mr. E. V. Lucas, to the First Part of "Admirals of the British Navy," a series of portraits in colour of British Admirals, by Francis Dodd (published, for the Government, from 20, Tavistock Street, W.C.), the first subject dealt with so capably and realistically by Mr. Dodd being the new Peer, Sir John Jellicoe, Each portrait is accompanied by biographical notes, and the Introduction is thoughtful and suggestive. Mr. Lucas, for instance, referring to the singular lack of curiosity about the British with regard to their Navy says that is due to their complete confidence in it, as they know that it is always "there," or, as Mr. Lucas says, "The Navy is not only there, the Navy is everywhere, and therefore all's well."

The portraits are admirable and well reproduced, and will make a valuable souvenir of the Great War.

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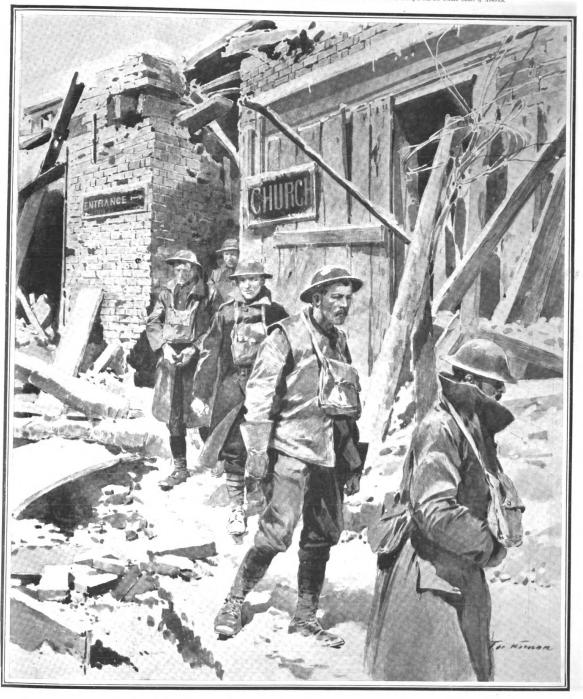
# THE ILLUSTRATED

No. 4108 - VOL. CLII

SATURDAY, JANUARY 12, 1918.

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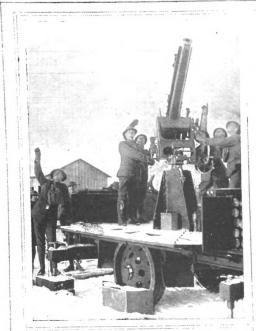


AFTER CHURCH: CANADIANS LEAVING A WRECKED BUILDING USED AS A PLACE OF WORSHIP.

in many of the destroyed, or practically destroyed, villages in the battle-area on he Western Front past which the tide of victory has surged, buildings are used by haplains as churches and chapels. Some, indeed, are on the verge of ground where

# THE BRITISH WINTER CAMPAIGN ON THE WESTERN FROM

PHOTOGRAPHS NOS. 1, 4, AND 6, BRITISH



AN ENEMY 'PLANE SIGHTED: TRAINING A MOBILE ANTI-AIRCRAFT GUN ON IT WITH NEARLY VERTICAL ELEVATION.



AS IT HAS REMAINED SINCE THE MINE-EXPLOSION ON THE CAPTURE OF HAM



A MODERNISED VERSION OF ONE OF HORACE VERNET'S PICTURES AT VERSAILLES OF A SCENE IN NAPOLEON'S MOSCOW CAMPAIGN: TROOPS WARMING THEMSELVES BESIDE A FIRE IN THE SNOW.



A UNIQUE CANADIAN ELECTION-DAY INC.

VOTERS FROM THE TREE

The mobile anti-aircraft guns of the Western Front Allies have many German aeroplanes, and at least two Zeppelins, to their credit as having been brought down in France and Flanders As seen in the first illustration, each gun carries on the lorry on which it is mounted its motive power and ammunition, working and repair gear, and the men of the gun-team well—making it a completely self-sufficient unit. In the second illustration is seen the present condition of the enormous mine-crater at Ham, exploded during the battle, of the Somitz right in the middle of the village. A roadway for military traffic now skirts it, as shown. The mediæval Castle of Ham where Northead Well-will are the condition of the some states of th right in the middle of the village. A roadway for military traffic now skirts it, as shown. The mediæval Castle of Ham, where Napoleon III., before his Conj a Etai, was for st

# RECENTLY-WON BATTLEFIELDS AND BEHIND THE LINES.



TATTLE OF THE SOMME: THE ENORMOUS CRATER IN THE CENTRE OF THE VILLAGE.



INSPECTING ANCIENT YPRES CATHEDRAL RUINS FROM THE CLOTH HALL RUINS: A CANADIAN SOLDIER.



NADIAN POLLING OFFICER, WHILE AWAITING INING GERMAN GAS-CYLINDERS.



ONE OF OUR AUXILIARY DESPATCH-CARRYING SERVICES IN CONSTANT EMPLOYMENT AT THE FRONT:

ARMY MESSENGER-PIGEONS IN THE TRENCHES AT RATION-ISSUE TIME.

ears a prisoner, one of the historic monuments of France, was blown up by the Germans, when driven out of Ham, with the same malicious vandalism which incited them to blow up the tr-famed Chiteau de Cours. In regard to the sixth illustration, just as the French do, and have done all through the war, we are employing messenger-pigeons between the trenches and be base-camps, as auxiliaries to telephones and telegraphs, despatch-riders, and visual signalling. Pigeons proved their great utility during the Franco-German War of 1870-71. We had pigeon-service in the 'eighties of last century, but gave it up after a few years—to take messenger-pigeons again into employment during the present war.



#### BY G. K. CHESTERTON.

WE are still confronted with the crucial question, which can be stated simply enough. It is whether Prussia, if she fails to conquer by a service of brave men, will be able to conquer by a service of cowards? Having always preached terrorism, she is now simply preaching terror; and the title given to it is that of an early peace. Some are so waggish as to add the description of a just and lasting peace.



A BRITISH SUPER-AIRMAN: CAPTAIN PHILIP FLETCHER FULLARD D.S.O., M.C.

Captain Fullard has brought down 42 enemy machines and 3 balloons. He was educated at Norwich Grammar School, and in 1915 joined the Inns of Court O.T.C. Later he entered the R.F.C., and went to the Front last April. After escaping many perils of the air, he broke his leg at football six weeks ago. Photoareach by Central Press.

But they appear to be perfectly indifferent, when their views are analysed, to the equity of the peace; and not particularly concerned even about its permanence. Their feeling, being a mere effect of fatigue, is necessarily irrational. They do not really care who imposes the peace, so long as they can accept it; nor even how long it lasts, so long as it lasts their To provide this brute reaction with exquisitely picked phrases and verbal adumbrations is now the special function of the Nation, once famous as a fine organ of Liberal ideals, but now made the instrument of a mere craving and crying for truce. Yet even in this melancholy delique cence of certain Liberal groups, it is interesting to note the fragments that float here and there, as a witness to what was once a solid concern for international justice and liberty There is a singular instance in a very recent issue of the paper, which is worthy of some study by those who would understand the chief fallacy and peril of these days. The first part of the passage concerns itself with the incompetent concept of a war of staleitself with the incompetent concept of a war of stale-mate—one that will be prolonged indefinitely and indecisively. "We can go on bloodily assailing and weakening the foe, and he us"; but there is "no special likelihood" that a victory like Waterloo or Jena will ever be attained. The Nation propounds this curious idea of the inconclusiveness of war; and then takes a mysterious pleasure in calling people
"Never-Endians" because they wish to win the war
and not lose it. The epithet is to me a complete enigma. I should have thought that if anybody deserves to be called a Never-Endian, it is the man who holds this singular doctrine that wars never end. I cannot see how it can be Never-Endian to say we say, that the war can end, and shall end, and shall end in the right way. Only the true Never-Endian theory, the theory of the Nation, happens to be non-sense. It is not true that any war tends of its nature to go on for ever; if it were, all the wars of history would be going on still. The French in Flanders would find the Nervii still in arms against Julius Cæsar; our naval manœuvres in the Mediterranean would be embarrassed by the ships of Carthage

operating in the first Punic War; and our advance on Jerusalem would be through a country torn by the strugles between the Amalekites and the Children of Israel. This, however, is not the fact. What is the fact is that all these wars, and all other wars, came to an end, and came to a decision by defeat and victory; though it is also a fact (and not an unimportant one) that most of these wars went on very much longer than the length of the war of which we complain. But the most important fact of all—the fact by which everything stands or falls emerges yet more plainly. It is the simple and terrible fact that this war will certainly end in victory, if it is only a Prussian victory.

The writer in the Nation suggests that Germany has now something resembling a general offer of peace from the Allies. He appeals solemnly to those softer feelings for which the Prussians are famous in history, seeking to impress them with the opportunity for realising their historic dream of universal love and tenderness. And then he says that if Germany does not respond to it "her guilt will be immeasurable and her punishment sure." If, on the other hand, she accepts it (whatever "it" may be), then "the war is at an end," and that is all that matters. I, for one, had ventured to fancy that the war would never have had a beginning, let alone an end, if Germany's guilt had not already been immeasurable and worthy of some sure punishment. But that is not the point to which I desire to draw attention here. It is to the curious incidental admission, almost to be described as a slip, by which the Nation here destroys the whole of its present case.

I should very much like to ask the editor of the Nation, who is still at least a man of the most striking intelligence, what on earth he means by saying that Germany's punishment will be sure. Why does he say this, having just that moment exhausted himself with proving that no such punishment can possibly be sure? I suppose we may dismiss the idea that he has had a supernatural vision, and seen the souls of Hindenburg and Harden already in the flames of an Inferno. I think it scarcely more likely (supposing him to be still in a medical sense sane) that he thinks such German gentlemen will torment them-elves, whipping themselves with briers or clothing themselves in hair-shirts, to expiate the sin of victory. And, if punishment does not come from above or from within, it must obviously come from outside—from other people. But it is the whole point of the Nation's previous argument that such a punishment cannot come from outside or from other people—or, at the very least, that it cannot be "sure" to come. It is its whole point that perhaps, after all, we cannot punish the Germans, or even fully conquer the Germans-that nearly all the other civilised nations, including the millions of the American democracy, cannot really conquer the Germans.

He must mean something by his dark and mysterious menace. What is it exactly that somebody will do to a recalcitrant Germany—something which France, Italy, the Slavs, the British Empire, and the American continent cannot do to her? How could there be a larger League of Nations to punish any "guilt" that was "immeasurable" enough to be worth punishing? What other forces are needed to prove to the Nation the presence of the moral unity of civilised mankind? Is Iceland to turn the

scale? Is Spitzbergen to dictate peace to the world? Is the Island of Rumti Foo roused at last?

No; what the Nation's whole argument does is simply to proclaim moral anarchy for the whole world and a licence to tyrants for all time. What it really means, if it means anything, is that collective humanity cannot grapple with any aggression organised on a moderately large scale. Let anyone attempt such an aggression, and the worst that can conceivably befall him will be a lingering war. This is the most pulverising pesimism; but at least it has a meaning Coming on top of it, the remark about Germany's sure puni hm nt is absolutely meaningless. If w cannot punish Germany for beginning the war, we cannot punish let for refusing to end it. If we cannot make the Prusian repent of attacking, we most certainly cannot make him repent of conquering; nor can we put any limit to any abuse he may make of such a If he cannot be brought to book for having conque t. enslaved Belgians, then he could not be brought to book if he skinned Belgians or boiled Belgians. He may do so before we have done with him; he may possibly be doing so even as I write. But my point is not even that he does such things; but that, on the Nation's argument, there would be nothing to be done even if he did. The Nation deserting-or rather, destroying-its own argument when it suggests that a certain degree of final insolence and impenitence in the Prussian would really call down punishment upon him. This is, of course, simply because the writer is better than his creed, as the Early Victorian Agnostics used to say about the vicar. He cannot help having been a Christian in his childhood and a Liberal in his youth;



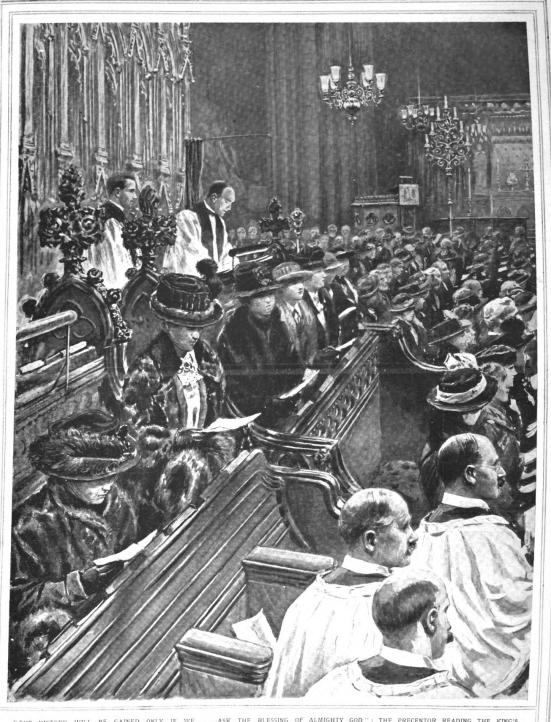
A BRITISH SUPER-AIRMAN: CAPTAIN JAMES T. B. McCUDDEN, M.C.
Captain McCudden has brought down 37 enemy machines.

Captain B.E.F. as an air-mechanic, and at Lions became an observer. Later be qualified as pilot, and has had over a hundred fights, including three indeciduels with Immelmann. He is just under 23—[Pholograph by Central News.]

and, as a Christian, he still dimly believes in the Crusade; as a Liberal, he still dimly believes in the revolutionary wars. In other words, he cannot but believe, however hazily, that mankind has somewhere the moral resources for resisting and reversing a toppling triumph of iniquity. He may be reassured. His instinct is right—much more right than his teason seems to teach him; and, if the last expenditure of endurance and violence avail anything, he shall see his dream realised and his argument ruined.

#### "A DAY OF PRAYER": THE KING'S PROCLAMATION AT THE ABBEY.

DRAWN BY OUR SPECIAL ARTIST, S. BEGG.



"THE VICTORY WILL BE GAINED ONLY IF WE...ASK THE BLESSING OF ALMIGHTY GOD": THE PRECENTOR READING THE KING'S PROCLAMATION AT WESTMINSTER ABBEY ON SUNDAY, JANUARY 6.

Sunday, January 6, was appointed as a day of "Intercession on behalf of the Nation and Empire, in this Time of War," throughout the King's dominions. All places of worship, of every denomination, alike observed the occasion. At Westminster Abbey there was a great congregation, and the Archbishop of Canterbury preached in the afternoon. The offertories generally were devoted to the Red Cross and the Order of St. John. In his Proclamation "To My People," appointing th's the first Sunday of the year, the Feast of the Epiphany, as for

#### NEW YEAR HONOURS: SOME NEW PEERS, BARONETS, AND KNIGHTS.

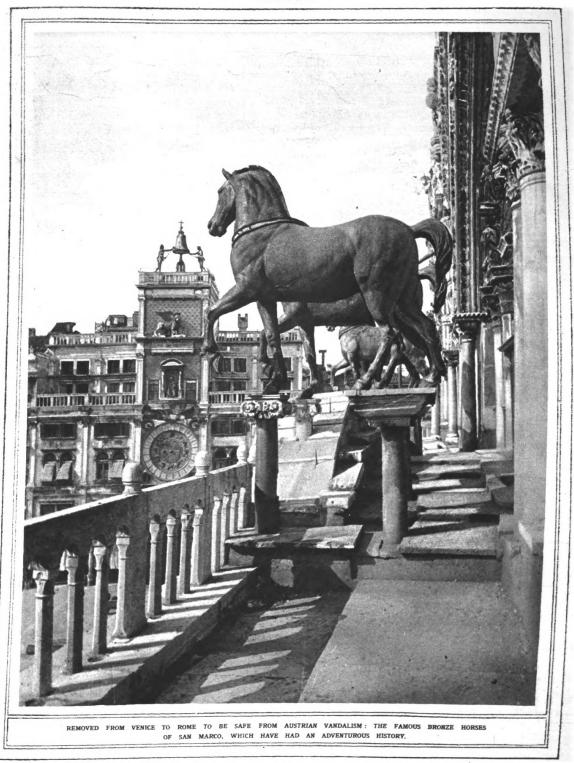
PHOTOGRAPHS BY E. O. HOPPF, ELLIOTT AND FRY. RUSSFEL AND SONS, C.N., I ALAYFITE, SWAINE, AND C. VANDYP.



#### NOW AT ROME AGAIN, AS IN NERO'S DAY: MUCH-TRAVELLED STEEDS.

NIGHTS

PHOTOGRAPH BY TOPICAL.

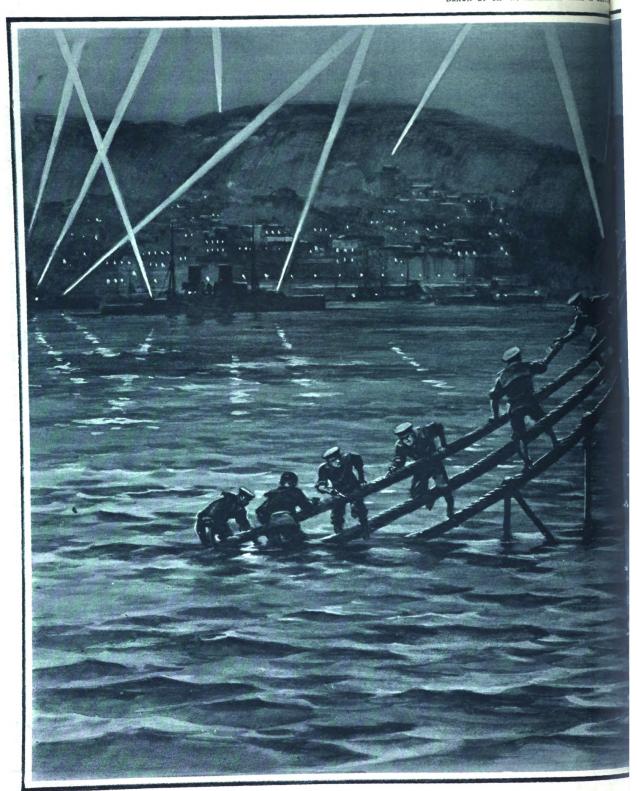


Italy has made every effort to protect her priceless art treasures from the vandalism of Austria, which Lord Bryce has called every whit as bad as that of Germany. Portable objects—pictures, sculptures, and so on—have been removed from the cities menced by exemy aircraft, and historic buildings have been sandbagged. At Venice bags of seaweed have been used to protect St. Mark's, and the four gilded bronze horses that stood over the senting of the protect of the prote

a most adventurous career. Nero received them as a gift from Corinth and placed them o his triumphal arch in Rome. Then they made a perilous journey to Constantinople when Constantine made that city his capital. In 1204, when Constantinople fell to the Venetians the horses were first taken to Venice, but later Napoleon transferred them to Paris for his own triumphal arch. Nest the Emperor Francis claimed them for Austria when peace was made with Emperor Prancis claimed them for Austria when peace was made

# ADVENTUROUS AS A CUTTING-OUT EXPEDITION OF

DRAWN BY H. W. KOEKKOEK FROM A SEE

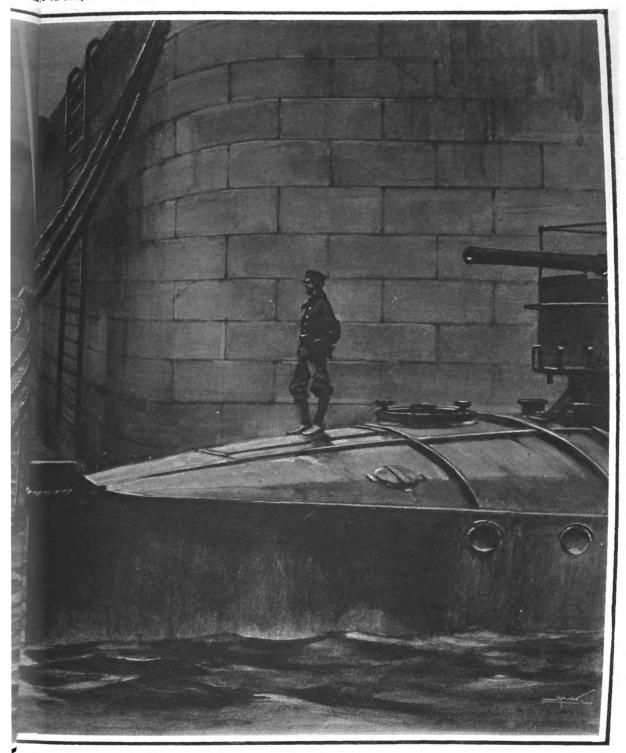


## SEARCHLIGHTS POINTING SKYWARD, EXPECTING AIRCRAFT: SAILORS CUTTIN

The Italian Navy recently carried out in Trieste Harbour one of the most daring exploits of the war. It recalls the old cutting-out expeditions of Nelson's day, and resulted in the torpedoing of the Austrian battle-ship "Wien." The "Wien" was lying close to the quay under the protection of innumerable shore batteries, and behind the additional defences of a steel net stretched across the austrian battle-ship "Wien." The "Wien" and attached to mines below the surface. A party of Italian seamen, creeping up in small launches, under cover of darkness, cut the hawsers holding the net, thus enabling entrance to the harbour, and attached to mines below the surface. A party of Italian seamen, creeping up in small launches, under cover of darkness, cut the hawsers holding the net, thus enabling entrance to the harbour, and attached to entrance to the harbour, and attached to mines below the surface. A party of Italian seamen, creeping up in small launches, under cover of darkness, cut the hawsers holding the net, thus enabling entrance to the harbour, and attached to mines below the surface. A party of Italian seamen, creeping up in small launches, under cover of darkness, cut the hawsers holding the net, thus enabling entrance to the harbour, and attached to mines below the surface. A party of Italian seamen, creeping up in small launches, under cover of darkness, cut the hawsers holding the net, thus enabling entrance to the harbour, and attached to mines below the surface. A party of Italian seamen, creeping up in small launches, under cover of darkness, cut the hawsers holding the net, thus enabling the net through the surface of th

#### DITIONELSON'S DAY: AN EXPLOIT BY THE ITALIAN NAVY.

COERKORR HER/S M. PRICE, OUR SPECIAL ARTIST IN ITALY.

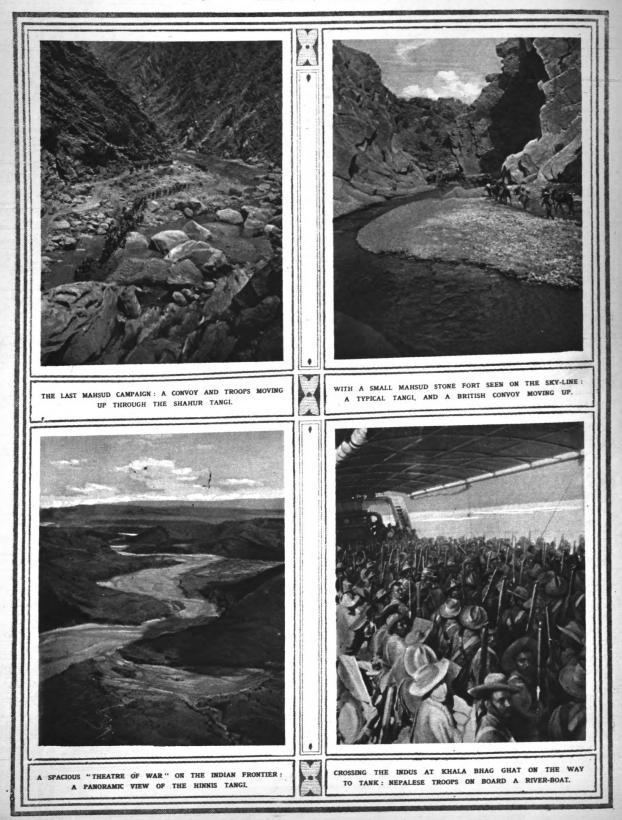


#### IAWSERS OF THE HARBOUR-NET AT TRIESTE, BEFORE TORPEDOING THE "WIEN."

and the arduous task took two an a-half hours. Describing this part of the operation, Mr. Perceval Gibbon writes: "The cutting instruments worked well. It only needed a strong jar to set the mines exploding, but the cutters bit their way through strand after strand of the twisted steel wire. Three cables above water were severed without trouble, then five more below water were grappled and hauled to the surface and cut in their turn. At last came the moment when the weight of the net and its attachments tore the last remaining steel strands assunder. The whole great cobweb of metal and explosives sank. The harbour lay open; "I Two Italian boats moved moiselessly forward, and presently discharged their torpedoes, one at the "Wien," and the other at the "Monarch," A roar of explosions followed, and as they slipped out of the harbour, the Italians watched the "Wien" go down. The "Monarch," though hit, remained affoat.— [Drawing Copyrighted in the United States and Canada.]

#### OUR "FAR-FLUNG BATTLE LINE": BREAKING UP INDIAN FRONTIER RAIDS.

PHOTOGRAPHS BY SPORT AND GENERAL.

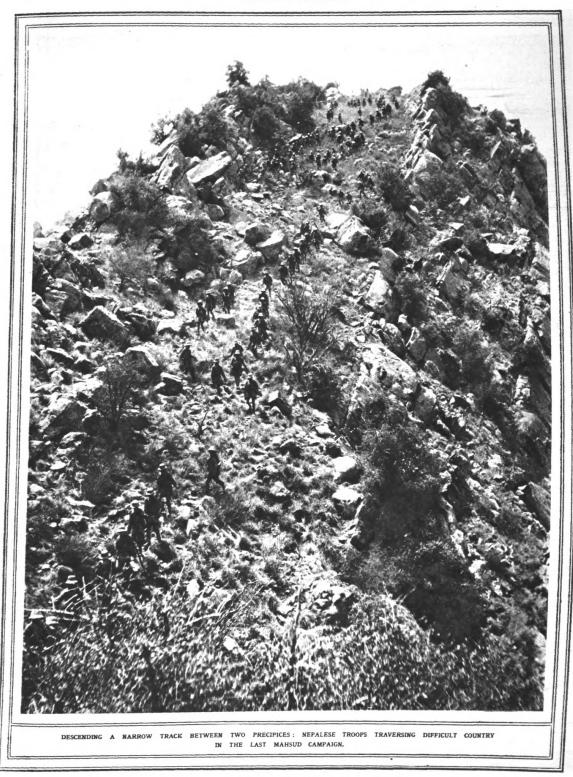


Last year's operations against hostile tribes on the North-West Frontier of India were recently brought to a successful conclusion, as described in Sir Charles Monro's despatch quoted on a later page. Ever since the Turks entered the war there has been some "unrest" on the Indian frontier, and but for the loyalty of the Amir of Afghanistan the trouble might have been more. German agents stirred up the smaller tribes, and our troops were kept busy for two years repelling raids. Many heroic deeds were done

in these fierce little expeditions of which too little has been heard. The panoramic view of the Hinnis Tangi was taken from a cliff some 2000 ft. high. These tangis (dry river-beds), which form the only roads, are liable to sudden and violent floods, dangerous to convoys. In the left foreground may be seen (very small) a string of camels. In the centre is Kirliwan Camp, six miles away; and in the left distance is Kirgi. The photograph gives an excellent idea of the general aspect of the country.

#### HILL-FIGHTING ON THE INDIAN FRONTIER: A PRECIPITOUS DESCENT.

PHOTOGRAPH BY SPORT AND GENERAL.



The vast and difficult nature of the country in which the Anglo-Indian forces have had to operate on the Merth-West Frontier against raiding forary by some of the smaller tribes, is well seen in the photographs we are enabled to give above and on two other pages in this number, illustrating the campaign against the Mahsuds. On both sides of the narrow track down which Mepalese troops are seen moving in the above photograph, the bill

has also been some trouble in the Mohmand district. Among the devices adopted for checking raiders, a chain of forts and blockhouses was linked up with "live" wire as well as barbed-wire entanglements. Also a fleet of armoured cars was organised, which proved very useful in scouting, protecting flanks, and attacking raiders with machine-gun fire. They had to achieve the seemingly impossible, crawling up ridges

#### A "LITTLE WAR" WITHIN A BIG WAR: THE MAHSUD FRONTIER CAMPAIGN.

PHOTOGRAPHS BY SPORT AND GENERAL.



STRETCHER-BEARING ON THE INDIAN FRONTIER: THE NET-STRETCHER (IN CENTRE), LIGHT, HANDY, AND COMFORTABLE.



CAMELS AS "AMBULANCES": VARIOUS METHODS OF CARRYING
WOUNDED WHERE THERE ARE NO ROADS.



33

ARTILLERY SUPPORTING THE BRITISH ADVANCE ON BARWAND: A MOUNTAIN BATTERY IN POSITION.





PHOTOGRAPHED DURING AN ARMISTICE BEFORE PEACE WAS CONCLUDED: THREE MAHSUD ENVOYS.



SHOWING A CAPTURED MAHSUD WATCH-TOWER: A SCENE INSIDE ISPANA RAGHZA CAMP.

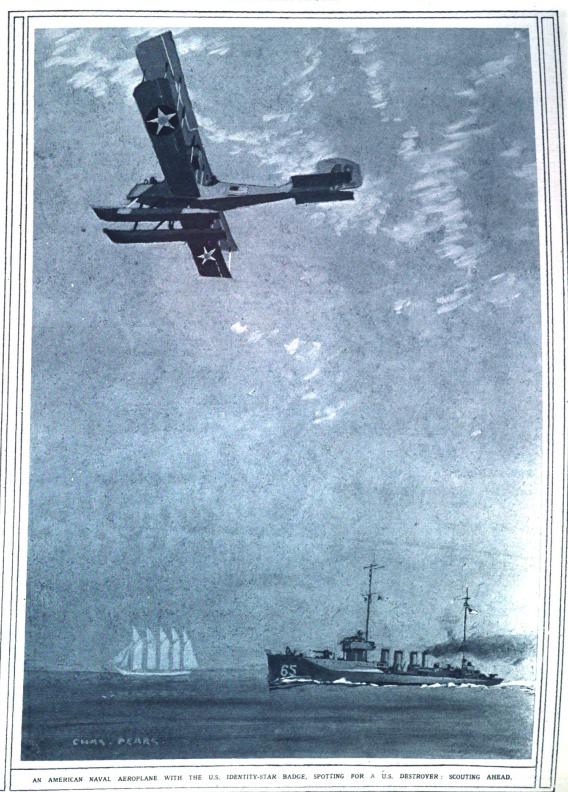
The Indian North-West Frontier has seen many so-called "little wars," which are quite big enough to the men serving in them. One such has been successfully fought by our gallant Anglo-Indian troops during the larger world-conflict that has overshadowed it. In a recently published despatch, General Sir Charles Monro, Commander-in-Chief in India, said: "On March 2, 1917, a Mahsud gathering of some 2000 men advanced on the post of Sarwekai, in South Waziristan. A part of the garrison of the post, composed

of Militia, under Major F. L. Hughes, moved out and engaged the enemy. A skirmish ensued, in which . . . Major Hughes was killed while gallantly leading his men, and the Militia withdrew to the post, which the enemy surrounded. The Derajat Movable Column, under Brig.-Gen. G. M. Baldwin . . . relieved Sarwekai on March 9, the enemy withdrawing to the vicinity of Barwand. The enemy encampments at Barwand were burnt and the tribesmen dispersed."

#### THE DAY STAR OF THE WEST: AMERICA'S AIR BADGE ON A SEAPLANE.

AIGN

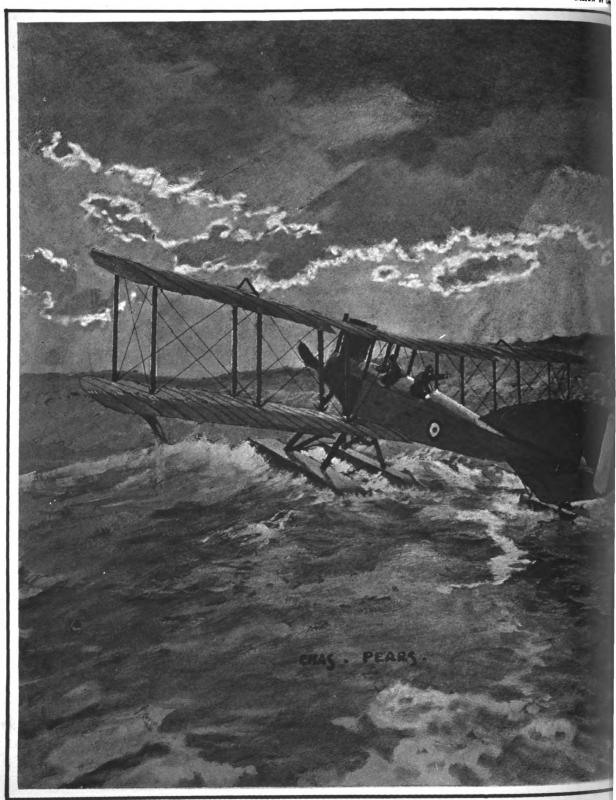
DRAWN BY CHARLES PEARS, R.O.I.



Watching the sea from the air by anti-U-boat patrolling and convoy and ship escorting seaplanes is part of the daily work of the naval air services of the Allies wherever ships pass by. In the illustration, an American twin-motored "Curtin" biplane is seen "spotting" against U-boats for a U.S. destroyer on anti-submarine patrol duty. The American star-emblem

### THE SEA-PATROL SERVICE TO THE AID OF T

DRAWN IN

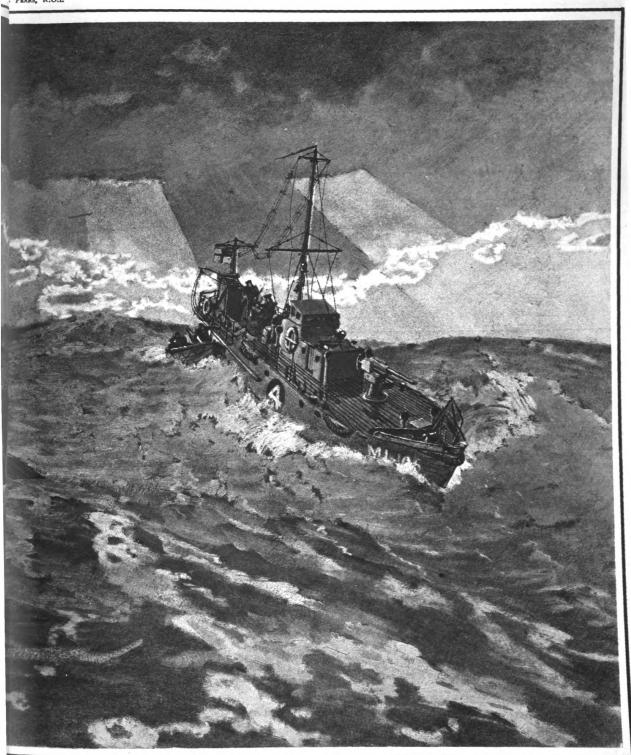


AN M.L. OF THE R.N.V.R. AUXILIARY PATROL TO THE RESCUE: TAK

But for the introduction in the Navy of oil fuel, instead of, or as supplementary to, coal fuel, such a scene as that depicted would be impossible. Nine out of the out destroyers and patrol-ships now carry oil in their tanks, where all vessels formerly had coal-bunkers. A number of those who man the seaplanes of the

#### NAVAL AIR SERVICE: EMERGENCY FUEL-SUPPLY.

PEARS, R.O.L.



PETROL TO A SEAPLANE COMPELLED TO DESCEND FOR WANT OF FUEL.

Naval Air Service, when, on occasion, they have been forced to descend to the sea surface through their planes' petrol supplies becoming used up, probably owe their lives to the fact that the majority of the vessels of the light-craft patrol squadrons of the Grand Fleet are "run on oil."—[Drawing Copyrighted in the United States and Canada.]



GAMEKEEPERS-BEFORE THE WAR AND AFTER,

THERE can be no sort of doubt about the gravity of the outlook as to our food-supplies, not only in the immediate future, but for some considerable time after the war, when-ever that may be. However much we may produce within our own borders, we must still make large demands on the outside world; and there also will be a shortage. Hence we cannot overhaul our prospective ways and means too often. We have to seek for new sources, and new kinds, of food to meet possible bad harvests, and failures, from one cause or another, of crops on which dependence had been placed when

the last survey was made

Our thought and energies, however, are not alone to be confined to these issues. There are other, ancillary, factors which are of supreme importance. Among these are such as enable us to assist in pro-moting the desired fertility of the land by the land by more intelligent scientific culture, and by endeavouring to control the various sources of waste and damage to the crops under cul-tivation, in so far as these are due to ravages of "pests" in the shape of fur and feathered animals, weeds, and fungi of various sorts.

These are aspects of the problem of food-production which are far from being thoroughly realised in country. We are so fond of proclaiming to the world that we are a "practical people" that the

reiteration of this shibboleth has begotten an arroreiteration of this shibboleth has begotten an arro-gance of spirit which has blinded our judgment. We are wedded to the belief that "our way" is the best of all possible ways. Is it not the fruit of "practical experience"? All too commonly this alluring belief is but a fond delusion. We are living in a "fools' paradise." But we are progressing. This war has taught us the value of experiment, and we are beginning to believe that there may, after all, be something in science. Our attitude towards economic zoology is at about this stage: our Board of Agriculture is beginning to show signs of life. It has done, and is doing, valuable work in the matter of the investigation of insect and

furthering our knowledge of the birds and beasts of the field in relation to agriculture. Hence the in-credible conflict of opinion expressed on this theme by "practical men"—a conflict which is at the present by "practical men "—a conflict which is at the present moment fraught with grave danger, for it has a paralysing effect on any attempt at effecting remedies. Farmers, gardeners, and gamekeepers alike, in a very Babel of voices, clamour for opposite means to effect the same end. All claim to speak as "practical men," and all alike express but "opinions" where they foully believe they are proclaiming "hard facts." fondly believe they are proclaiming "hard facts."

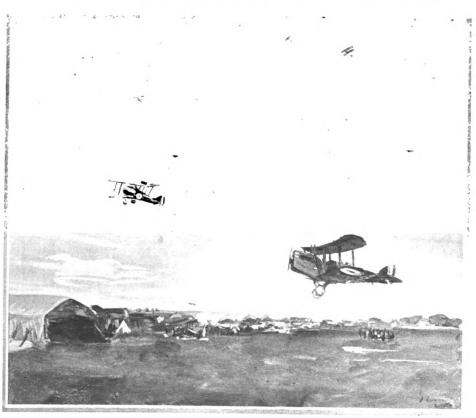
The very Board of Agriculture itself is without certain knowledge, and, as a consequence, has to give which beset the farmer and gardener to-day, in his hour of greatest need, are the legacy of our stupidity in not en-trusting the control of these in the past to the gamekeeper. And he expresses a pious hope that after the war we shall amend our ways and appoint him our warden. Heaven forfend!

Even while he wrote, the writer must have wondered if he had a case. Not once in the whole course of that article did he mention by name a single bird or beast, but compounded for his absence of facts by jibes at those who "earned a guinea" by advocating views of which he did not approve. At a time like this

we want to start serious work, not mere trifling with subjects.

There would be no difficulty in producing quite consider able number of gamekeepers who, by natural aptitude, use their eyes to feed their brains, and alternately use their brains to instruct their eves: but taking them as a class, their motto is " Kill, kill, and let the Lord find out his own." To them we owe the senseless slaughter of owls and kestrels, stoats and weasels; and to them, in consequence, we owe the hordes of rats and mice that in the course of a year destroy food to the value of millions. Since the war, when so many keepers have been removed from their beats. these useful police of Nature have increased; and to this extent we benefit. I read a letter quite recently, written from

the trenches in



"AN AERODROME"-BY SIR JOHN LAVERY, A.R.A.

Sir John Lavery received his honour in the New Year List. He was born in Belfast in 1856, and studied in Glasgow, London, and Paris. His reputation is international, and he is represented, for example, in the National Galleries of Rome, Dublin, Brussels, and Berlin, at Philadelphia, in the Luxembourg, Venice, New South Wales, Toronto, and Buenos Ayres. - [From the Painting by Sir John Lavery, A.R.A., One of the British Official Artists.]

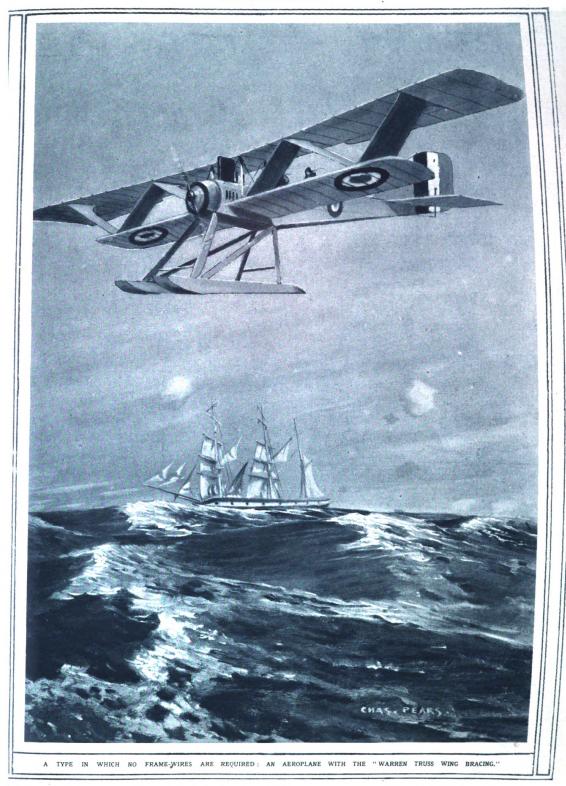
> advice rather in the form of a "casting vote" than as the fruit of investigations scientifically conducted by experts. They do things better in Canada and the United States—and in Germany. This state of affairs is lamentable.

For now any man who chooses to proclaim himself a "practical man" is sure of a hearing and sure of a following. Sometimes, as must happen, he is right; more often his assumption of authority leads to deplorable results. I read with amazement the other day, in one of our leading journals devoted to the interests of residents, in the country, an article by one of these doubtless well-meaning advisers. He strove to

France by a gamekeeper, which showed a man of rare insight in these matters. He should be made the Master of a Guild of Gamekeepers, for he showed a fine nature as well as of the "lower orders" of creation. It is fervently to be hoped that no ill He should be will befall him, for such men we cannot afford to lose. If he be the type of the gamekeeper of to-morrow, then it is devoutly to be desired that game-preservation will increase among us. As matters now stand, some of us are inclined to desire the opposite, since the value of the food produced by his agency is occasionally destroyed many times over by his methods of producing it. W. P. PYCRAFT.

#### INVENTORS' ACTIVITY IN AEROPLANE CONSTRUCTION: A NEW DEVICE.

DRAWN BY CHARLES PEARS, R.O.I.



of the multifarious aeroplane-constructional devices which are continually being to the authorities in all nations, and brought out and experimented with—some flen being adopted—is seen set up on board the aeroplane shown in the illustration. evice in question is known as the "Warren Truss Wing Bracing," and its charac-



#### )LSHEVIST AND ENEMY LEADERS AND DELEGATES.





RUSSIAN DELEGATES RECEIVED BY DELEGATES OF THE CENTRAL POWERS: A SCENE
AT BREST-LITOVSK STATION.

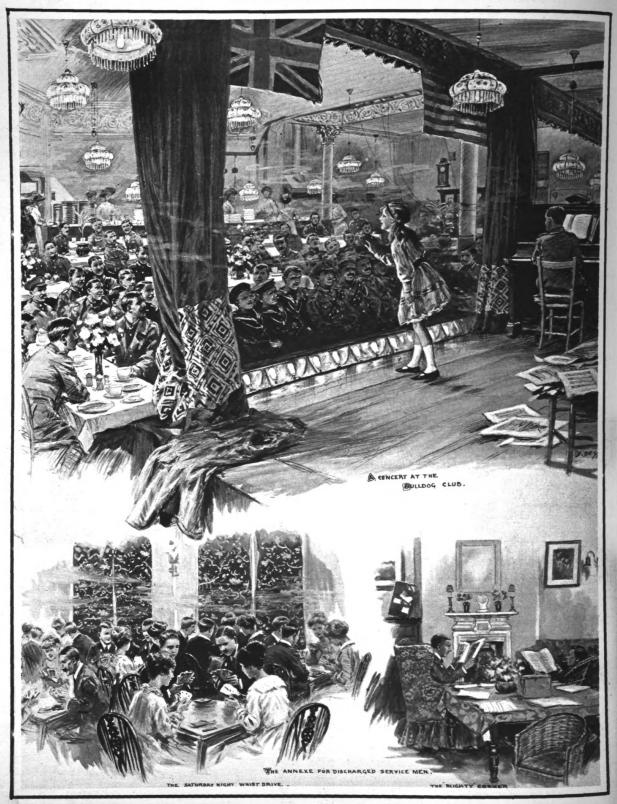


PRINCE LEOPOLD OF BAVARIA SIGNING A DOCUMENT: ONE OF THE EARLIER MEETINGS AT BREST-LITOVSK (NAMES GIVEN BELOW).

hes of the figures, as numbered, are as follows: (1) M. Kameneff (Russian delegate); (2) M. Joffe, President of the Russian delegation; (3) Mme. A. A. Biecenko (delegate); htt.-Admiral Altvater; (5) Capt. Lipsky, staff officer; (6) M. Karachan, secretary of delegation; (7) Lieut.-Col. Fokke, Russian staff officer; (8) His Excellency Zeki Pasha, deputy (ep.; (9) His Excellency Ambassador von Merey; (10) Prince Leopold of Bavaria, German Commander-in-Chief in the East; (11) General Hoffmann, Chief of Staff; (12) Colonel ev. deputy of Bulgaria; (13) Capt. Horn (naval officer); (14) Capt. Roy, General Staff; (15) Major von Mirachet; (15) M. Dolivo-Dobrowolsky. On January 3; it was stated that the Russian Councils of Workmen's Soldiers and Peasants' Deputies had decreed that "Citizen appointed provisional Plenipotentiary in London of the People's Commissariat for Foreign Affairs."

#### CLUBS FOR JACK AND TOMMY: THE "BULLDOG" AND ITS ANNEXE

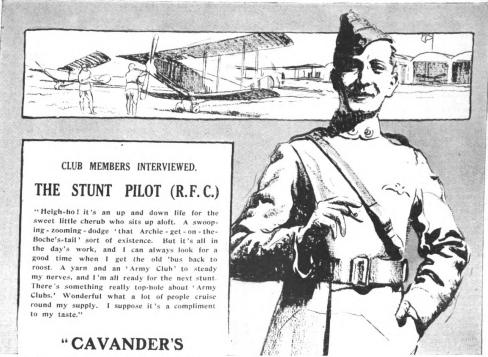
DRAWN BY OUR SPECIAL ARTIST, S. BEGG.



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their own footing. The "Bulldog" was founded by an American lady and an English country gentleman. The Restaurant is comfortable, and a little stage and a piano are in it. Performers from the neighbouring Metropolitan Music Hall often give a turn. Funds are urgently needed to keep these clubs going and to found others. The address for gifts is Hon. Manager, Bulldog Club, 264, Edgware Road, W.—[Drawing Copyrighted in the United States and Canada.]



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Allen & Hanburys Ltd., Londo

#### LADIES' PAGE.

LADIES' PAGE.

LORD RHONDDA has set down as the maximum allowance of tea per week suggested for each person only one-and-a-half ounces! Of sugar he allows half-a-pound, and of butter or margarine a quarter-of-a-pound. These quantities are exactly half in the case of the fat and the sugar, and less than half in the case of the tea, of what our domestic servants used to expect as their weekly allowance, if the domestic system was to ration them in these articles. In many households they were practically allowed to consume what they pleased of such things, and then usually they much exceeded the quarter-of-a-pound of tea. How are they now to be confined to an ounce-and-a-half of it, I wonder? No scheme of rationing can work satisfactorily unless it can be enforced on everybody; and unless we mistresses are absolutely compelled to diminish the servants' food to the ordered amount it will be useless to suppose that we can do it. Voluntary partial efforts will merely result in those who are loyal to the national needs being left without domestic workers; while the numerous selfish, well-to-do women who would, in order to keep servants, give them anything they can get hold of, disregarding patriotism, will surreptitiously supply far more than the rations. Indeed, I cannot see how any mistress, unless backed up by strict State compulsion on one and all of the community, can dare to say to her servants. "You are only to have an ounce-and-a-half of tea for a week." Once they realise that they cannot get any more than that allowance by changing places, it will be all right; but this will only be true it all mistresses who supply more (from stores already put by or surreptitious sources) are very severely dealt with by law. Otherwise there simply will be an exodus from the loyal households.

exodus from the loyal households.

Is tea a necessity? There is almost a mutiny in the Government offices, where thousands of women are employed, at the threat that the tea which has hitherto illuminated the middle of the afternoon's weariness shall be abolished. The excuse of the authorities for this dreadful threat is the time that is wasted by the girls in preparing and consuming the little meal. But, as a practical fact, the brain works so much more freely and rapidly after a cup of tea has cleared it that the time spent upon taking the vitalising beverage in the afternoon is by no means wasted. Every serious brain-worker knows by experience the powerful, invigorating, and awakening influence of the precious herb. One of the Chinese legends as to the origin of tea is that the shrub sprang up for the first time on the spot where a devoted son had thrown down his eyelids, which he cut off to prevent himself from sleeping while watching over his sick mother; which thing is an allegory. A royal poet of the native land of tea, China, the Emperor Kien Lung, wrote an ode in its praise; he counselled, "At your case drink this precious liquor, which will chase away the five causes of sorrow; One can taste and feel, but not describe, the state of repose produced by a liquor thus prepared."

Whether there is any real value in tea as nutriment of whether there is any feat value in the nervous system or whether it is purely a passing stimulant cannot yet, strange to say, be considered a settled question. Liebig claimed to have demonstrated that "tea and coffee have become necessaries of life"—not



AN ELEGANT OPERA-CLOAK

This graceful and becoming coat is made of black velvet and Chinese brocade and is trimmed with black and white fox and a handsome tasselled ornament mere luxuries, observe—" by the presence of one an same substance in both vegetables, which has a perfect upon the human system. By contributing tromation of bile, they have become a substitut animal food to those eating little meat, and to the class who are unable to take regular exercise.

animal food to those cating little meat, and to the class who are unable to take regular exercise."

Nuts contain a great deal of fat, so that their use affican digest them) helps to supply the urgent need of organism for fat in lood, when butter and margaine, unprocurable. A favourite vegetarian dish substituted meat is called "nut roast": walnuts or Barceling grated or ground in a nut-mill, are mixed with bracrumbs a teacup of nuts to two of crumbs—and a lift chopped fried onion, salt and pepper, and enough mills, it possible an egg, to bind all into a stiff paste, and lub till brown on the surface in a dish greased with butter dripping. Brown gravy and bread-sauce, the vegetar fondly fancies, make this dish as good as roast chase Brazil nuts are particularly rich in fat. A capful of graf Brazils to two of bread-crumbs, bound with an egg or to the surface in the

There is an old saying that the best is the cheapset. And there are times in the world of business when the two conditions are combined, as in the great Winter Sale at Messrs. Robinson and Cleaver's famous Linen Hall in Regent Street, where linens of every kind, of fine quality, are offered at prices which bring them within the category of bargains. The sale includes real bargains in all departments: linens, curtains, dainty lingerie and robes, blouse-gloves, handleverheifs from prices that are almost nominal hosiery, laces, and men's wear, so that all classes of customer can send for and study the Company's illustrated Winter Sale Catalogue with the certainty that they will find something to suit their taste, needs, and purses. Whether it be for the house, for presents, or for personal use, great reductions are the rule, and the variety offered is so great that it would be invidious to mention just a few arricles out of so immense a stock. The quality and good taste of Irish linens are proverbial, and, whether it be for the cludden or for grown-ups, for the house or to personal use or wear, this great Sale, which continus until the end of January, will meet all needs.

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It is not from what a man swallows, but from what he digests that the blood is made, and remember that the first act of digestion is chewing the food thoroughly, and that it is only through doing so that you can reasonably expect a good digestion.

Unsuitable food and eating between meals are a main cause of indigestion, &c., because introducing a fresh mass of food into the mass already partly dissolved arrests the healthy action of the stomach, and causes the food first received to lie until incipient fermentation takes place.

A Judicious Rule.—"1st, Restrain your appetite, and get always up from the table with a desire to eat more 2nd, Do not louch anything that does not agree with your stomach, be it most agreeable to the palate." These rule have been adopted in principle by all dieticians of eminence, and we recommend their use.

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#### THE CHRONICLE OF THE CAR.

A Plea for Lighter Cars.

Although practically the whole of the British motor industry is engaged, with a few fortunate exceptions, on the production of munitions of war which have no connection with motoring, it is to be assumed that each firm has given some amount of serious attention to its after-the-war programme. Not more than half-a-dozen have taken the public into their confidence as to the shape that programme will take, and even these are not a little bit specific. All the information they vouchsafe is that their cars will be better and more stable vehicles as a result of experience gained on war service. It would be passing strange if they were not, so that the real sumtotal of our knowledge of what the manufacturing industry intends to give us later on is absolutely nil. As I have said, there is no doubt we shall get better cars, but the question that is agitating many minds in-Shall we get lighter cars? So far as my knowledge of British cars goes, I do not think there is a single high-class four-cylinder touring vehicle which weighs, all on and ready for the road, less than 30 cwt. I agree that you cannot have absolute dependability without a certain measure of weight, else the last word would be the cheapest and lightest American type, and we might as well scrap all the heavier designs. But we go to the other extreme, and pile on weight where it is not a bit necessary. Nor am I able to discern any disposition in the British trade to reduce these unnecessary weights. There is only one way in which we shall really get attention to this important aspect of the question, and that is by a readjustment of the basis of taxation. After all the fairest way of

pect of the question, and that is by pect of the question, and that is by a readjustment of the basis of taxation. After all, the fairest way of assessing taxation is on the weight basis, so we have a clear ground for action here. When we regard what the Treasury rating formula did for the small-bore, high-efficiency engine, we can appreciate what taxation on a weight basis would do in the direction I have in mind. We shall have to overhaul all our We shall have to overhaul all our methods at the end of the war, and I do think the motoring associations would do well to consider a campaign in favour of a change in the method of taxation. There is nothing against it, and the change There is



UNDER THE HEIGHTS OF SNOWDON: A POPULAR CAR. Our photograph shows a 30-35-h.p. six-cylinder Alpine-tested noiseless Napier car on the Capel Curig road between Bettws-y-Coed and Llanberis, and gives a fine view of the great mass and peaks of Snowdon. The car is driven by a lady, and is the same model which has the distinction of being the only car that has conquered the European Alps under the official observation of the Royal Automobile Clab.

The A.A. and Motor Taxation.

The Automobile Association and Motor Taxation. On the subject of motor taxation for 1918. It is urged that the Inland Revenue taxes on motor vehicles should be modified, for the reason that they pies. I am not aware if the Treasury has replied yet, but it ought not to be difficult to forecast the answer. To expect any concession would be futile, and I am not inclined to agree that it is reason, able to ask for one. The clear position is that we cannot use our cars for our private affairs, so that taxation automatically ceases so long as the cars are laid up. Possibly the Treasury may serits way to modify the tax on cars that are being used exclusively for good works, such as Red Crosservice and the conveyance of soldiers home on leave from the front; but otherwise it is difficult to see how the demand for reduction is to be justified. These are times in which a due sense of proportion should be preserved.

B.S.A. Employees One of the first Invest 77500. and most en-

would result in a very large amount of good to the industry, because it would force the hand of the latter, and cause it to do in the matter of weigh, what it easily achieved in the case of the motor.

B.S.A. Employees
Invest £77,500.

tributions to the Tank Bank at

Invest 177,500.

tributions to the Tank Bank at Birmingham when it opened on Dec. I was one from the enployees of the B.S.A. Company for 177,500, which had been subscribed for the purchase of 100,000 War Saving Certificates. The B.S.A. workpeopled of the Saving Certificates at the East of the Markov of the War Loan in February last. The B.S.A. Workpeople in enabling their employees to invest in War Loans by purchasing a large amount, and allowing the employees to pay off the amounts out of wages. In the present schemethe Company purchases the War Saving Certificates, and the employees pay for them out of wages at the rate of 6d, per week for every 15s. od. Certificate taken up, which means that the subscriber gets the benefit of all interest from the date of the first payment, though the full purchase is not completed for thirty-one weeks.—W. W.



ITALIAN WOMEN WORKING FOR THE WAR: A SCENE IN A F.I.A.T. FACTORY Our photograph shows a number of Italian women in a Fiat factory, busily making and assembling electric appliances for Staff cars.



LIFE'S WEAR AND LEAK.

The human body is a delicate and complicated machine, whose regular functioning depends chelly upon the regular circulation of the blood through the intricate many of blood vessels, the motive force being provide—is the heart.

Unfortunately, the human machine, like any other machine, suffers from wear and tear, so that the waste products so produced obstract the free difficult on account of the blood being rendered viscid, and also because the vessels become hardened by the impurities deposited, and transformed into the semblance of "clay-piping." The normal channels of elimination grounds to being functions. Lastly, the heart itself fails.

List therefore necessary to keep the blood in a

Dr. J. L. S. BOTAL. Paris Faculty of Medicine.

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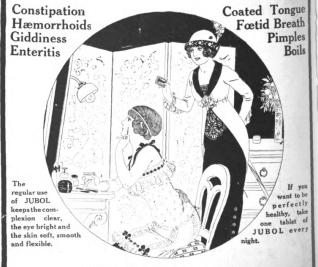
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THE CONTRACT.

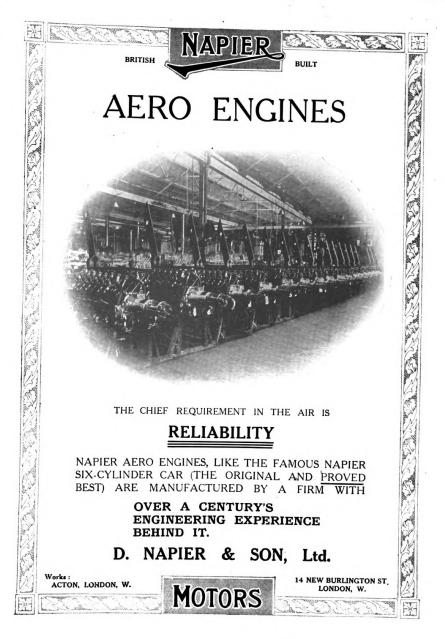
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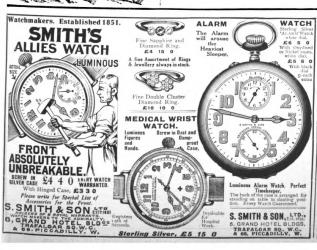


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#### THE PLAYHOUSES.

#### "A KISS FOR CINDERELLA," AT THE QUEEN'S.

"A KISS FOR CINDERELLA." AT THE QUEEN'S. THE Queen's simple statement to Mr. Percy Hutchison that she and her children had enjoyed their atternoon at the opening performance of the revival of Sir James Barrie's "Kiss for Cinderella" put the right finishing touch to a happy occasion. Her Majesty had brought Princess Mary and two of the younger Princes to the Queen's Theatre, and had a special interest in the matine'e, because the proceeds of this, the first of a holiday series, had been promised in aid of the Queen's Hospital at Frognal, Kent, for soldiers and sailors being treated for facial and jaw injuries. There were special features during the afternoon, such as Mr. Hayden Coffin's singing of the National Anthem and Miss Marie Löhr's moving appeal for the charity. But the play was the prime attraction—that quaint and poignant fairy-tale in which a child's ideas of romance and beauty are so humorously and poetically expressed. Once more, in the rôle of the Cinderella of the slums, Miss Hilda Trevelyan showed herself born to interpret Barrie heroines. And if Mr. Hutchison offers us a less stolid policeman-hero



PORTUGUESE IN A FRONT-LINE TRENCH ON THE WESTERN A STOKES MORTAR CREW. [Official Photograph.]

than was Mr. Du Maurier's, his is a no less genial representhan was Mr. Du Maurier's, his is a no less genial tation, and his Prince is a real Prince Charming, the children, they are a constant delight.

#### "YES, UNCLE," AT THE PRINCE OF WALES'S.

"YES, UNCLE." AT THE PRINCE OF WALES'S.

After all, there is no magic in a name, or, at any rate, there need not be. Here, for instance, in "Yes, Uncle," we have the former Gaiety company excelling themselves in a typical Gaiety piece, away from their old home. And that they are appearing at the Prince of Wales's, and not at the Gaiety, really need not matter, save to the sentimentalists who like their traditions kept up. The goods are delivered; that is the essential point. In the first place, we have a .merry farce with Gallic spice in it and a Montmartre setting, which rattles along at a pace that is fast and furious, and has not a dull moment from start to finish. Secondly, we are oftered sprightly, tuncial music

Montmartre setting, which rattles along at a pace that is fast and furious, and has not a dull moment from start to finish. Secondly, we are offered sprightly, tuneful music of Nat D. Ayer's best patterns, and spectacle which, alike in its studio scene and its Quatz' Arts ball, boasts splendour and charm. Lastly the old favourites get the best of chances, all of them, and consequently show themselves at the top of their form. The story? Well, it is about the customary young couple who quarrel and go their separate ways to meet again in the inevitable partic carrie, and develops into a whirl of fun and picturesque surroundings. The most popular items, to be ignorant of which will soon mean to be out of the fashion? They are the duct for Mr. Leslie Henson and Mr. Dave Burnaby, "Would You Believe It?" which went with a roar? Mr. Henson's own "Nonny No" ditty, and the ballad about widows which Miss Julia James renders so archly. The artists who score? Three have been mentioned already; but, to be fair, really the whole cast would have to be mentioned: for Miss Margaret Bannerman, Miss Alexia Bassian, Miss Lily St. John, Mr. Nainby, Mr. Fred Leslie, Mr. Henri Leoni, are all well equipped. But, of course, Mr. Henson is the life and soul of the piece, the arch-reveller in its revels, resourceful, cham-eleon-like, bubbling over with ideas and humour.

"SLEEPING PARTNERS." AT ST. MARTIN'S.

#### "SLEEPING PARTNERS," AT ST. MARTIN'S.

Comedy of the lightest, as light as whipped cream, with wit to match, dialogue so piquant that one welcomes even the talk which is mere solloguy, and a situation at once daring and most innocently amusing such is Sacha Guitry's play, known in its Anglicised form at St. Martin's as 'Sleeping Partners.' Its hero is one of those irresponsible, mercurial, insistent lovers who are dear to the French heart; and we see him, first, anxiously anticipating, then eagerly welcoming the lady he has wooed, only to be embarrassed by her suddenly fainting, and more embarrassed when he finds that, instead of applying sal volatile, he has given her a sleeping draught. What is to be done? Surely nothing save take a sleeping-draught himself? There they are, then, sleeping partners, who wake up twelve

hours afterwards compromised, yet free from guilt. How to explain matters to the husband, that is the problem Despite his characteristic fault of exuberance and outemphasis, Mr. Seymour Hicks acts the lover in a very spirited way; while Miss Madge Lessing has some happing serio - comic moments as the

ments as the naughty heroine, and Mr. Stanley Turnbull makes the husband Iudicrously fatuous

The many friends Clement Shorter will sympathise with him in his great bereavement in the death of his wife, who was also well known in literary circles as a poetess charm and charm and dis-tinction. Mrs. Shorter wrote under her maiden name, Dora Sig-erson, and her work was very work was very characteristic of her Irish origin. She was born in She was born in Dublin, the daughter of Professor George Sigerson; and her mother, Mrs. Hester Sigerson, the was also the



THE BARONETS IN THE NEW YEAR'S HONOURS LIST : COLONEL SIR A. SPROT.

SIR A. SPROT.

Colonel Sir A. Sprot before the war was well known in the political world as having contested elections against Mr. Asquift and Lord Morley, when the latter was a commoner. He is a soldier with an active service record going back to the Alghan War, under Lord Roberts, and the South African War of seventeen years ago. In the present war, he went to France in the autumn of 1914, and there won the C.M.G. which was conferred on him last year. He belongs to a Fifeshire family. Photograph by Gabell.

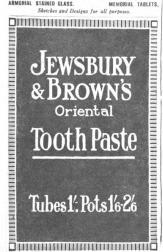
mother, Mrs.
Hester Sigerson,
was also the
author of many
poems. A significant tribute was paid
to her collected poems, said that she was "an Irishwoman
writing from her heart of the legends of her country."

#### TITLEPAGE AND INDEX.

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A message to Mothers

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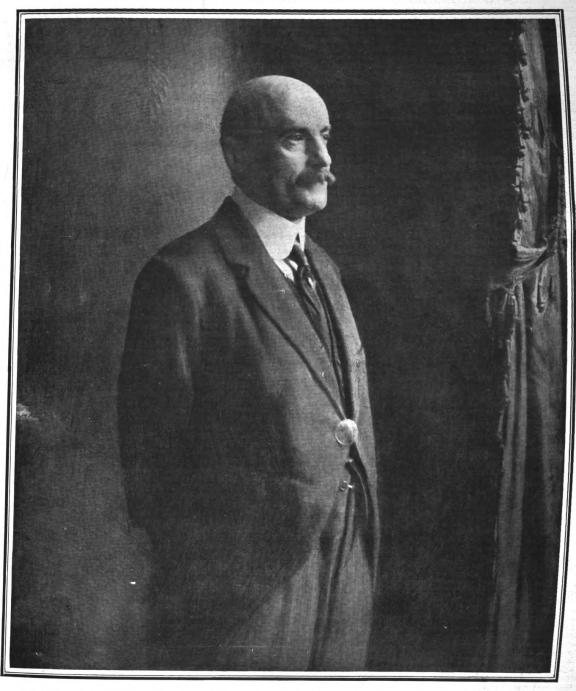
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ADDESS S. LET.: 10 FROM THE SECOND STATE OF TH

SATURDAY, JANUARY 19, 1918.

NINEPENCE.

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ARRESTED IN CONNECTION WITH THE CHARGES AGAINST HIM: M. JOSEPH CAILLAUX, AN EX-PREMIER OF FRANCE-A RECENT PORTRAIT TAKEN AT HIS HOUSE.

M. Caillaux was arrested at his house in Paris on January 14, by order of the Examining Magistrate, Captain Bouchardon, and was placed in an ordinary cell at the Santé Prison. It may be recalled that M. Caillaux's Parliamentary immunity was recently suspended by the French Chamber, in view of serious charges brought against him. An accusation by General Dutail, Military Governor of Paris, had been published on December 12, alliances during the war, and with having thus aided the enemy in arms against France.

#### WEATHER AND THE GOTHAS.

BY C. G. GREY, Editor of "The Aeroplane."

WE have heard so much about what the Germans are going to do in the spring, and we have seen so much of nights on which raids did not occur although many people expected them, that it seems worth while to review briefly the effects of the weather on aeroplane raids. Although it is a fact that aeroplanes in these days can fly in practically any weather, it is well to remember that for long-distance bombing raids the weather is a very important factor.

For example, at the front our aeroplanes will fly in anything, short of thick fog, low down over the enemy's lines, machine-gunning troops in trenches and on the roads: but this is only possible so long as the machines keep very close to the ground, so as to see their way. It is also true that at the front our aeroplanes fly in terrifically strong winds which carry them miles over the enemy in a few minutes, although it may take them hours to get back. This also is possible because the distances covered are not great.

For long-distance bombing raids, however, such conditions as these are quite impossible. In the first place, the weather must be clear; and, in the second place, there must not be too much wind in either direction. If there is mist or fog, or thick clouds, the long-distance raiders will either lose their way altogether, or be unable to see any target.

altogether, or be unable to see any target.

The wind direction is, perhaps, even more important; and in this connection it is necessary to remember the effect that wind has on aircraft. Let us suppose, for example, that an aeroplane has a speed in still air of 90 miles per hour, which is about the speed of the Gotha bombing machines. If there is a wind blowing from the east at 30 m.p.h., the speed of these machines over the ground will then be 120 m.p.h., and they will reach London from Belgium in roughly 1½ hours—assuming that the distance from their starting-point to London is about 180 miles; but when they turn round to go back the 30 m.p.h. wind will be against them, and their speed over the ground will only be 60 m.p.h., so that it will take them 3 hours to cover the 180 miles. That means that the whole journey would take 4½ hours.

If there were no wind at all, they would take 2 hours out and 2 hours home, or 4 hours in all. Now, supposing the wind were blowing 60 m.p.h.,

Now, supposing the wind were blowing 60 m.p.h., their speed would be 90 plus 60, which is 150 m.p.h., so that they would take 1 hour 12 min. on the outward journey. But on the return journey their speed would be 90 minus 60 m.p.h., or only 30 m.p.h. over the ground, so that it would take them 6 hours to get home, and the whole journey would take them 7 hours 12 min.

It is possible that these machines do actually carry petrol for eight hours' flying, but it must be remembered that on a bombing journey there is a certain amount of wandering about, dodging anti-aircraft defences and so forth, and also the pilot takes up a certain amount of time in finding his landmarks; and, therefore, the probability is that the whole journey would actually take rather over eight hours, and the machine would run short of petrol before getting home. Therefore, it is extremely unlikely that a raid would be attempted in a wind of such velocity, quite apart from the fact that a big machine heavily loaded with bombs and with petrol for its full duration in the air would be an exceedingly awkward thing to coax safely of the ground in a 60-m.p.h. wind.

Therefore, in judging whether a raid is likely or not, it is well to study the state of the air from the ground. For example, a night may be very clear, with good moonlight, and there may be apparently very little wind near the ground; but if there are a few small clouds high up, and these appear to be racing across the sky from the east, it is pretty safe to assume that there will not be a raid.

Also a point to be remembered is that raids are hardly ever made against a west wind. There are several reasons for this. One is that the raiders prefer to come across the coast with an east wind behind them, so that they are covering the ground at the highest possible speed on their outward journey. They are then loaded down with bombs and with petrol for more than half their journey—consequently they cannot fly high—and it is to their advantage to reach their objective as quickly as possible, so as to give as little time as may be for warnings to be sent from the coast to the anti-aircraft defences. If they are low down, owing to their heavy loads, they are easier to find with searchlights, easier to hit with guns, and easier to reach with defence aeroplanes. Therefore,

they naturally want to leave as little time as possible for the defences to get ready for them; and they like to fly at their maximum speed over the ground because they are then harder to hit. When they have reached their objectives, and have used up a good deal of their petrol, they are then able to rise high, where they are more difficult to find, and they do not so much mind travelling back slowly. Obviously, if they came over against a strong west wind, their progress over the ground would be very much slower, and they would be easier to attack.

Another reason for their preferring an east wind is that, owing to the Germans' having control of Europe from the North Sea far into Russia, it is possible for their meteorological observation posts to give warning for something like twelve hours ahead or any change in the weather conditions coming down behind an east wind, so that, so long as there is a steady wind across. Europe anywhere between north-east and south-east those in charge of the raiding squadrons in Bilgium have full warning of what the weather is going to be like. This also accounts for the absence of raids on several moonlight nights.

The weather has sometimes been perfectly clear in this country, while there have been heavy snow-storms blowing about on the Continent, and the Germans have, therefore, kept their raiders at home for fair list, after they have left their base, a series of snow-clouds should come across from the east and wreck the whole fleet on its return journey. The proof of this may be found in the fact that frequently there have been clear, cold, starlit evenings with an east wind, and in the morning one has found snow or hallstones on the ground—thus proving that these snow-clouds have come across from the Continent. The Germans naturally knew about them beforehand, and did not send out their raiders.

In this connection it is well to note that a snowstorm is just about the worst thing that an aeroplane can encounter. As a rule, a fast aeroplane can often fly round them or over them in daylight; but at night the limitation of the distance of vision makes it practically impossible to avoid them.

it practically impossible to avoid them.

The reason why raiders do not often come over against a west wind is that they have not the same information concerning the weather behind the wind that they have when the wind is in the east. They may occasionally get wireless reports from ships which are friendly to Germany; but for practical purposes their weather information from the Atlantic is cut off. Therefore, if they start against a west wind, the raiders may, for all they know, be running into a gale or heavy rain, for changes from the west occur much more rapidly than they do from the east.

Apart altogether from winter weather, it may quite well occur that there may be a calm or very gentle wind blowing in this country, with a perfectly clear sky and a bright moon, while on the Continent everything is under a thick fog, so that it is quite impossible to tell whether a raid will come. It is, however, fairly possible to tell when a raid will not come. Raids are not likely to arrive (a) when there is a very strong wind from the cast, (b) when there is snow about, (c) when there is a strong west wind, (d) when there is a fog, (e) when there are heavy clouds, either low down or high up.

These facts hold good, irrespective of whether there is a moon or not. As a rule, moonlight nights are preferred for raids, but it is by no means certain that later on, as pilots become more experienced, raids will not also be made on dark but clear nights.

There is an entirely erroneous idea that ruiders are stopped by cold. As a matter of fact, cold does not really affect them in the least. By covering their radiators, which are fitted with adjustable blinds for the purpose, the engines are able to keep themselves hot at any altitude or temperature: and, as regards the crew, they are provided with electrically heated clothing—gloves, boots, and helmets. The only reason why raids are less likely to occur in very cold weather is that there are probably snow-storms knocking about on the Continent.

Finally, one may point out that the defences of London at any rate are now in excellent hands, and, so far as it is possible to stop raiding aeroplanes from penetrating any given area, German aviators are likely to be stopped; but the best defence is always an attack, and therefore the immunity of London and any other part of England from air-raids depends ultimately on whether the people of this country work their hardest to turn out the vast number of aeroplanes required to bomb out of existence the aero-dromes from which the German raiders start.

#### PARTIES IN RUSSIA. BY E. A. BRAYLEY HODGETTS.

THERE is something extraor... arily perplexing in the names of the various parties in Russia What, for instance, is a Cadet? Why are the Minimalists or Mensheviki more numerous than the Maximalists or Bolsheviki. In the old days of autocratic government parties were, of course, unknown; but as early as the regin of Alexander II, the Panslavists, or Slavophils, already began to appear, and their opponents were called contemptionally Zapadniki, or Westerners. Gradually therefore a set of younger men who called themselves by a variety of names, but for whom Tourguenied invented the descriptive cognomen of Nihlist. These parties have now passed into the limbo of ancient history, but they were, nevertheless, the forenessers or ancestors of the present protagonists. The descendants of the Nihlists, the Slavophils and the Zapadniki, are still with us.

blossomed out into a number of parties which had never been heard of before. Of these the most important were the Constitutional Democrats, of which M. Milioukoff was the leader: as they had for their initials the Russian letters Ka Deh, they were called the Cadets—the younger sons, who generally get the smaller portion of the patrimonial estate. The Cadets have come to signify the middle-class party. the bourgeoisie. They are not particularly concerned about the form of government, provided that government is a reflection of the majority of the Duma. They wish to see Russia governed by a representative assembly, and are, perhaps, somewhat indifferent as to whether the ultimate form adopted should be a republic or a constitutional monarchy; but they are legitimate descendants of the old Zapadniki-Westerners, who wish to see Russia develop on European lines, and would like it to be run on the established capital stic principles of Western Europe. Nevertheless, they can scarcely be described as doctrinaire Liberals, for even they have certain leanings towards Socialism in a mild form. There is no exaggeration in saying that practically all the respectable elements of Russian society who are not frankly reactionary have grouped themselves round this party, which has, nevertheless, for reasons which history may disclose, failed to retain the helm. Opposed to this solid rump which represents the bulk of the intellectual and commercial classes of Russia and is, consequently, in a minority. for the bulk of the population are uneducated—is the Social Revolutionary Party. This party is recruited mainly from the very intelligent but inexperienced working classes and their sympathisers, leaders, and satellites. These people are for running the country on purely Socialistic lines: they stand for the nationalisation of industry, the abolition of capital, the levelling of classes, and the equality of all. They place humanity before everything, and some of their publicists have described patriotism as zoological and anti-social. Naturally, there are degrees in this party. There are people amongst them who are but a few steps removed from the Cadets, who are bourgeois in seeps removed from the Cadets, who are bourgees in all but name, and who would therefore be content with a limited programme. They understand that progress must be gradual. These are the Mensheviks, the people who are content with small things, and who are not prepared to go to the stake for their political end, but are quite amountly to grammelic political end, but are quite amenable to argument. They want to see their country placed on the road toward, S. a. V. towards Socialism, free to develop in that direction: they are not absolutely devoid of patriotism, nor are they irreconcibably opposed to Western industrial methods. The Bolsheviki, the Maximalists, are the fanatics of the revolution. They are absolutely in-different to country. To them it is a matter of no importance whether Russia is disintegrated into a number of minor nationalities, provided that each section adopts the Socialistic ideal. Perhaps it would be more correct, however, to say that, while the Minimalists are Socialists, the Maximalists are Anarchists; they are, morcover, internationalists-they wish to see the order of society which they advocate established all the world over, and they have as little animus against the Germans as they have friendship for the Allian William and the statement of the Allian was a statement of the A for the Allies. With them only one thing mattersthe international Socialistic revolucion; they are the direct lineal descendants of the Nihilist. Most of these various political parties are recruited from the topolitical parties are recruited from the comments. towns: the great inarticulate masses of the agricultural population, while supposed to have leaning towards Socialism, are really an unknown quantity

## THE DELIVERANCE OF THE EMPIRE'S "SOUL CITY": A THANKSGIVING.

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU, ALFIERI, L.N.A, and C.N.



A Thanksgiving Service for the deliverance of Jerusalem from the Turks was held by A Thanksgiving Service for the deliverance of Jerusalem from the Turks was held by the Knights Hospitallers of the Order of St. John of Jerusalem, on January 11, at the Church of St. John, Clerkenwell, the Grand Priory Church of the Order. The Knights, in their picturesque robes, marched from the gate of St. John in procession, at the end of which came three chaplains—Archdeacon Holmes, Bishop John Taylor Smith (Chaplain-General of the Forces), and Canon Edgar Sheppard (Sub-Dean of the Chapel Royal)—followed by the Archbishop of York (Prelate of the Order of St. John), wearing the golden

KNIGHTS OF THE ORDER RETURNING FROM THE SERVICE.

RUSSIA. DOGETTS.

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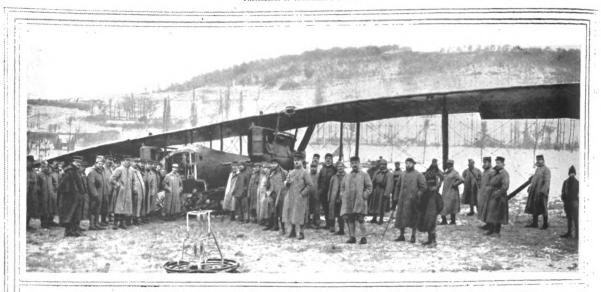
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cope of the Order emtroidered in red and blue. The Archbishop of York said in his sermon: "If London is the city of the Empire's commerce, Jerusalem is the city of its soul, and it is peculiarly fitting that British armies should have delivered it out of the hands of the infide." He recalled that it was 917 years since the hospital of the Order had been founded in Jerusalem, and 730 years since Saladin drove them out: from which time their one aim had teen the recovery of Jerusalem. A new era had dawned in the history of the most sacred city in the world.

#### A BIG "BIRD" TO FRENCH ANTI-AIRCRAFT GUNS: A "SUPERPLANE."

PHOTOGRAPHS BY ILLUSTRATIONS BUREAU



SHOWING, BY COMPARISON WITH THE GROUP BELOW, THE GREAT SPREAD OF ITS "WINGS": A GIANT "GOTHA" BROUGHT DOWN NEAR SOISSONS.

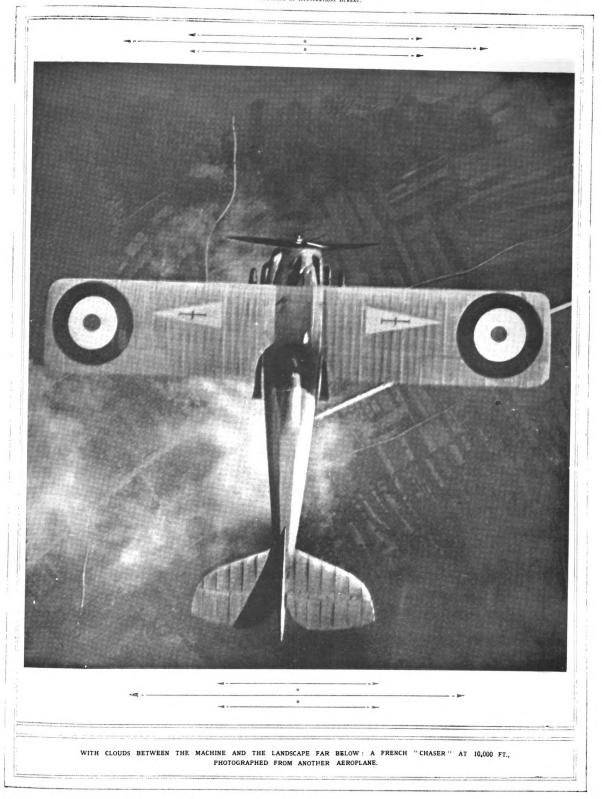


WITH THREE CARS—ONE ON EITHER SIDE THE CENTRAL CAR: A CLOSER VIEW OF THE BIG "GOTHA" BROUGHT DOWN BY THE FRENCH, ALMOST INTACT.

French anti-aircraft guns near Soissons secured a valuable prize on a night not very long ago, in the shape of the giant "Gotha" shown in our photographs. The crew attempted to destroy their machine by a couple of grenades, but were stopped in time, and the French thus captured one of the latest type of German aeroplanes fresh from the factory, with all its mechanical secrets. A French communiqué about that time said: "On Friday, Saturday, and yesterday, our pilots were engaged in about 100 fights, most of

them over the German lines: 18 German aeroplanes were brought down, of which 10 either fell in flames or crashed." "For the present types of embryonic superplanes." wrote Mr. R. P. Hearne recently, "we may take the average maximum non-stop flight to be 900 miles. This gives a 450 miles radius of action, and it is sufficient to bring the greater part of every European beligerent country into the danger-zone." The Germans are reported to be building large underground concrete hangars for their aeroplanes in Belgium.

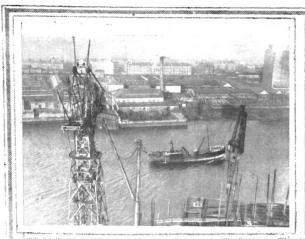
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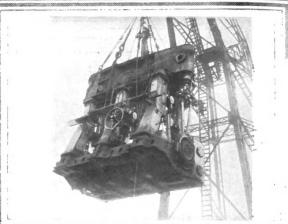
This remarkable photograph of a French "chaser" aeroplane in flight some 10,000 ft. above the earth was taken from a sister machine. It recalls a fine description by Mr. G. H. Perris recently of his sensations as a passenger in a French aeroplane. "Military aviation," he writes, "is the child of this war. There were a few airmen in the Battle of the Marne. . . . In three years the difference is as great as between

#### WAR-TIME AT THE SHIPYARDS: NAVY AND FOOD-SUPPLY SHIPBUILDING.

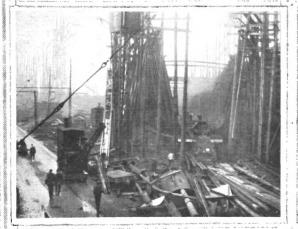
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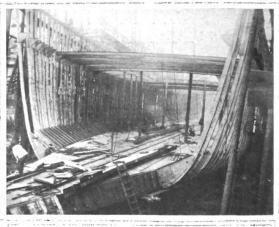
GETTING READY TO TAKE ON MORE WORK: A HUGE NEW CRANE IN
PROCESS OF CONSTRUCTION—ALSO A VIEW ACROSS THE BASIN.



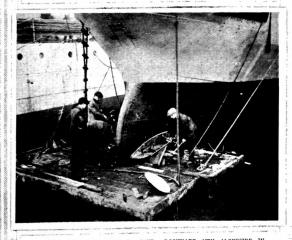
ONE OF THE JOBS A DOCKYARD CRANE IS MORE THAN STRONG ENOUGH FOR: LIFTING OUT A SHIP'S ENGINES BODILY FOR REPAIRS.



THE BEGINNINGS OF A "STANDARD" SHIP FOR FOOD-CARRYING SERVICE: ON THE BUILDING-SLIP—THE SHELL.



INSIDE THE PARTIALLY BUILT HULL OF A "STANDARD" SHIP: THE STEEL GIRDER-RIB FRAMEWORK AND MAIN-DECK TRANSVERSE BEAMS.



NAVAL PIECE OF WORK IN HAND: DOCKYARD MEN ALONGSIDE IN DOCK REPAIRING A DESIROYER'S PLATING AT ONE END.



INSIDE ONE OF A SHIPYARD'S FOUNDRY WORKSHOPS: FORGING A STEEL BAR, RED-HOT FROM THE FURNACE, WITH A STEAM-HAMMI ?.

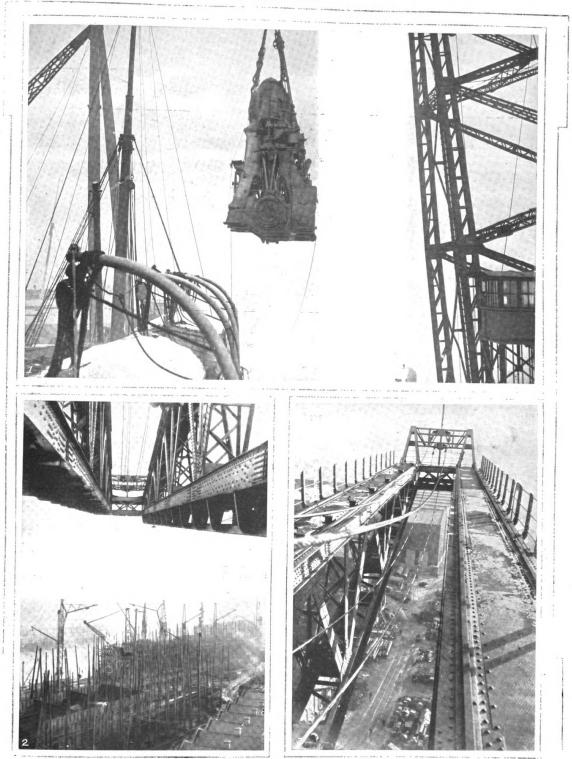
The public have been permitted to see or learn little of what has been, and is, going on at the shipyards round our coasts since the war began—for, that is, the past three years. From time to time a corner of the veil of the secrecy necessary in the national interests has been litted, and peeps behind the scenes allowed, notably during the King's visits to the yards and munition-factories last year and in the preceding year. In addition, the Admiralty some time ago sanctioned the touring of certain dockyards by Press representatives. That is practically all that has been disclosed. No details as to the work in hand, or accomplished, or to be undertaken, have been made public

beyond generally comprehensive statements in Parliament now and then. Such statements further have always been couched in terms studiously vague, with any figures that were given stated in round numbers. The latest of these, also, are not very recent, and much has taken place since then. Meanwhile, as also the photographs on this page and on that adjoining show, activity at the shipyards continues with unabated briskness, alike in the building and repairing of ships, naval and for food-transport purposes, "standard" ships and war-ships, and in the enlargement of dockyards and the addition of facilities for shipbuilding and the provision of new construction-plant.

# WAR-TIME AT THE SHIPYARDS: NAVY AND FOOD-SUPPLY SHIPBUILDING.

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OFFICIAL PHOTOGRAPHS.



I. ONE OF THE GREAT CRANES AT WORK: A SHIP'S ENGINES AND SOLID BED FRAME-WORK LIFTED BODILY OUT OF THE SHIP FOR REPAIRS.

2. AT A YARD ON THE WEST COAST: A VIEW OVER A BUILDING-SLIP, SHOWING VESSELS ON THE STOCKS; ALSO THE PROJECTING ARMS OF A CRANE. 3. LOOKING DOWN OVER PART OF A YARD: MATERIALS AND CONSTRUCTION-GEAR STACKED READY FOR BEING USED ON A NEW VESSEL.

The glimpses that are afforded by the illustrations given on this page and on that adjoining of the work carried on at certain of the shippards are interesting and instructive. How extensions of construction facilities are continually taking place is evidenced by the view of a new great crane. An idea of power exerted by such appliances is shown incidentally by the views of the engines of a ship, with the solid frame-work on which they



#### By G. K. CHESTERTON.

THERE are some curious contradictions, which I have never seen noticed, in the current Pacifist argument. They serve to recall us to the one point was that stated long ago by Mr. Asquith, when he spoke of putting a term to the Prussian power: not to the shape of the Prussian map or the titles of the Prussian King—not, in other words, to the frontiers which Prussia will always be ready to cross, or the treaties she will always be ready to break. It is perfectly pointless, for instance, to say that the enemy renounces annexations; we might as well say that he renounces the Roman triumph or the mediæval tourney. Prussia did apply the pagan barbarism of brute annexation, as in Poland and Alsace, later than the civilised Powers; but even for Prussia annexation is no more the modern instrument than arquebus or arbelast. Germany does not annex Turkey: she merely rules it. Germany has not annexed the Austrian Empire; but

she has incorporated it, for all that. In short, if the Prussian power, apart from the Prussian legal territory, is left exactly as it is at present, she will achieve a moral suzerainty which will make what were once free States her depend-ants. We shall not be her conquered and an-nexed provinces. God forbid! We shall only be driven under the lash to be her allies. We shall not be her captive We foes—a most impolite way of putting it; we shall only be her very unwilling friends. We also shall have to acquiesce in silence when new necessities involve her in new crimes-as an Austrian Catholic has to acquiesce in the sacrilege against Christian cathedrals; as an independent Bulgarian has to acquiesce in the massacre of Christian sub-jects of the Turk. Whenever the Prussian has the fancy for treating Spain or Scandinavia or the South American Repub-

lics in the precise way he has treated Belgium or Serbia, we shall be allowed to protest to the precise extent to which Hungary or Bavaria has protested. And all this will follow because the central military power has not been destroyed, as we once vowed that it should be destroyed. So long as it survives as the one successful organisation of Europe, its philosophy and ethics will permeate Europe. An evil spirit, which once astounded the world, will ultimately have absorbed the world.

One of the contradictions of which I have spoken concerns itself with the much-disputed question of the cruelty of reprisals. Were I discussing it as a matter of general morality, I should say it all depended on whether the moral veto were a depended on whether the motal veto were a matter of contract or of conscience. If we refrain from something because we have agreed with some-body not to do it, it is obvious that if he liberates himself he liberates us. If we refrain from deeper spiritual reasons, this is not necessarily so. I will break a treaty made with the German Emperor if the German Emperor breaks it first, which will pro-bably be the case. But I will not make a treaty with the devil, signed in my own blood and giving him my own soul, merely because the course of German culture and progress leads me to the conviction that the German Emperor has done the same. There, I think, other questions come in, in which I should not allow the German Emperor to influence me in any way But I do not propose here to debate the general problem of reprisals, because the position I criticise is inconsistent with both solutions. The Pacifist tries to have it both ways; and he is wrong both ways. A study of the statements in papers of the school of the Nation or the Labour Leader will show two different strands of humanitarian sentiment on the subject, which eventually get entangled in a totally hopeless knot.

For the Pacifist tries to prove that the German example is too bad for us to follow, at the very time when he is also trying to prove that the German ethics are not so bad after all. He thinks it a piece of international reconciliation to say that the enemy's action is a military necessity that may be excused in

THE BAR'S FAREWELL TO THE LORD CHIEF IUSTICE ON HIS DEPARTURE TO THE UNITED STATES AS AMBASSADOR

\*\*EXTRAORDIVARY: LORD READING LISTENING TO THE UNITED STATES AS AMBASSADOR
\*\*EXTRAORDIVARY: LORD READING LISTENING TO THE ADDRESS.\*\*

Most of the Judges and many K.C.s assembled in Court on January 11 to wish Lord Reading go.'speed on his visit to the United States as High Commissioner, Ambassador-Extraordinary, and Minister-Plenipotentiary. Their spokesman was the Solicitor-General, Sir Gordon Hewart, K.C.; and Lord Reading replied that he would take the message of the English Bar to the Bench and Par of Americ: that is, "to stand with them shoulder to shoulder for the principles of freedom and justice." Pictograph by Illustratum. Buranu

him. And the next moment he is saying that the same action is a moral degradation that is forbidden I have seen a paragraph in the Nation recently rebuking most bitterly an air-raid on a German town. and calling it the worst news of the war. I have constantly seen in the same pater, and in similar papers, the suggestion that there must, after all, be more good in those whom Mr. Ramsay MacDonald calls "our German friends" than is implied by those of us who still labour under the impression that they are our German enemies. I can sympathise with the first sentiment, and I can understand the second but I can make no sense whatever of a combination of the two. I can at least follow the argument which says, "These men are men and not devils; there must, therefore, be a case for their conduct." I can also follow, and with far more follow-feeling, the argument which says "Why should we be devils merely because they are devils?" But I draw the line at being asked to differ from them because they are devils, and then to agree with them because they are not. If an act is so extraordinarily brutal that we must not do it, even in self-defence, they must certainly be very extraordinary brutes if they do it in brute aggression. It cannot at once be too vile to be imitated and too venial to be punished.

But it is precisely in that one word "punished" that we find the whole point, and the motive of this immoral and muddle-headed inconsistency. Conunconsciously, the Pacifist is a Pro-Consciously or unconsciously, he wishes to German. save the Germans from being either fought with their own weapons or judged for their own crimes. But one or other of the two anti-German acts must be right. If these military acts are lawless, why should we not punish them? If they are lawful, why should we not do them? If it is quite true that if a criminal has made patterns on his wife with a red-hot poker, the magistrate does not immediately proceed to make patterns on him with a red-hot poker. But the magistrate does immediately proceed to do some-thing; and something which is based on the theory that magistrates have the right to act as magistrates and criminals have not the right to act as criminals And the Prussian is in the same position; if he and

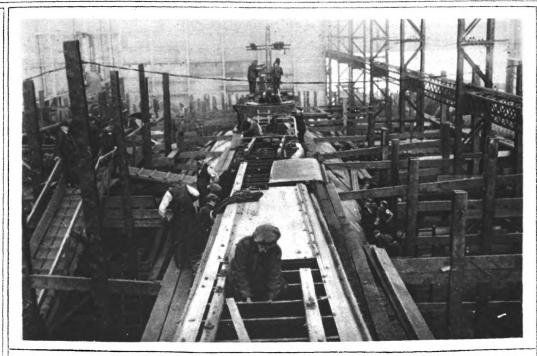
his methods cannot be accepted by civilisation as methods, they can be punished by civilisation as misdeeds. So that we come back to the point of punishing the oppressor of Europe—which is exactly the point that these people wish to avoid. And they are all the more in anxiety, not to say agony, to avoid it because it can be deduced with more deadly certainty from their own doctrines than from anybody else's.

For, if anybody ought logically to believe in a war of victory, it is precisely the man who was a special champion of peace until he accepted the special case for this There were thousands of pacifists who woke up as patriots in 1914, because they thought the crushing of Belgium, with all its peculiar cruelties, was something just too bad to be borne. If these people would consent to think, instead of merely colling tiend they would feeling tired, they would instantly see that they

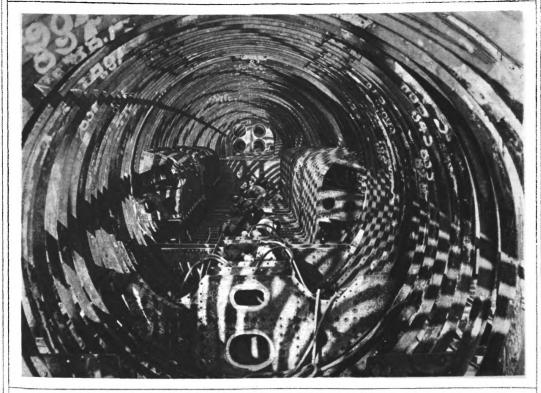
them elves are exactly the people who ought now to be hardening, and not weakening, in their war-aims. That which was bad enough to be fought, even by men who hated fighting, is obviously bad enough to be beaten, even if it is hard to beat I know many whose philosophy had always been far more anti-military than my own who yet most courage asly condemned themselves to the danger and drudgery of military service, simply because they could see the fact that Prussianism is some thing far worse than mere militarism. I would most carnestly and respectfully appeal to these brave men to be as courageous in their thinking as they have been in their fighting. Can they seriously believe that Prussianism is apontaneously ceasing, of has at present any particular motive to cease? they, above all, pretend for a moment that Prussian cruelties are ceasing, when they are quite vividly and violently increasing and multiplying by land and sea? This abnormal thing we set out to slay is still abnormal and still alive; it has eaten yet more living things, and believes itself yet more alive. There is no escape from the dilemma of either crushing the abnormal or letting it become the normal. We must either make a model of it or make the control of its condition. a model of it or make an example of it; and the example must be an execution.

#### BRITISH SUBMARINES: BUILDING OUR UNDERSEA CRAFT.

OFFICIAL PHOTOGRAPHS.



BUILDING A BRITISH SUBMARINE IN A DRY DOCK: FIXING THE STEEL PLATING OF THE EXTERIOR UPPER-DECK PLATFORM.



BUILDING A BRITISH SUBMARINE: THE INTERIOR "RIBS" OF CIRCULAR STEEL GIRDERS THAT FRAME THE HULL.

We are continually hearing that new German submarines of ever-increasing dimensions and powers of destructiveness are under construction. Stories of big craft of extraordinary potentialities of "frightfulness" appear every other week in some of the papers—mostly by way of quotation from Amsterdam or Copenhagen journals, on the

strength of accounts by correspondents at Kiel and Wilhelmshaven, or, as related by wandering neutral commercial travellers. Mostly the yarns are palpably of the "make-your-flesh-creep" order—bogies. On the other hand, nothing is allowed to get out of what we are doing—though, as a fact, our submarine-building goes on day and night.

# IN BLARING CONTRAST TO THAT OF GENERAL ALLEND

FROM SKETCHES (SOME REPRODUCED IN FACSIMILE) BY TR



GERMAN MILITARY PAGEANTRY ON MOUNT SION: THE KAISER AT THE HOISTING OF THE GERMAN FLAG
AT LA DORMITION DE SAINTE VIERGE.



"ARMED TO THE TEETH, ESCORTED BY IROOPS": THE KAISER ENTERING JERUSALEM THROUGH THE BREACH IN THE WALLS
MADE FOR HIM BY THE TURKS BESIDE THE JAFFA GATE.

German bombast, German bathos, and German bands were the dominant notes of the Kaiser's theatrical antics in Jerusalem in 1898. No greater contrast could be imagined than the quiet the "Times": "I had the experience of seeing the Kaiser enter Jerusalem, heralded, appropriately enough, by blatant and brazen music, and surrounded by what is sometimes called by threating out of the way such natives as had drawn near. . . To oblige their Imperial guest, the Turks had made a breach in the historic and immemorial walls of Jerusalem in ever to save the Kaiser the trouble of turning an awkward corner, an outrage that may have satisfied his sense of Kultur. . . At the time I . . . described the Kaiser as the only rival of the way such natives.

# HE KAISER'S POMPOUS ENTRY INTO JERUSALEM IN 1898.

MELTON PRIOR, OUR SPECIAL ARTIST AT JERUSALEM IN 1898.





TENDED BY "GIGANTIC MEN SELECTED ON THE BARNUM PRINCIPLE": THE KAISER RESINTING HIS BLUEJACKETS WITH THE CROSS OF THE ORDER OF ST. JOHN OF JERUSALEM.



"PERSONALLY CONDUCTED" PILGRIM: THE KAISER THANKING MR. J. M. COOK FOR HIS ADMIRABLE MANALEMENT OF THE IMPERIAL TOUR IN PALESTINE.

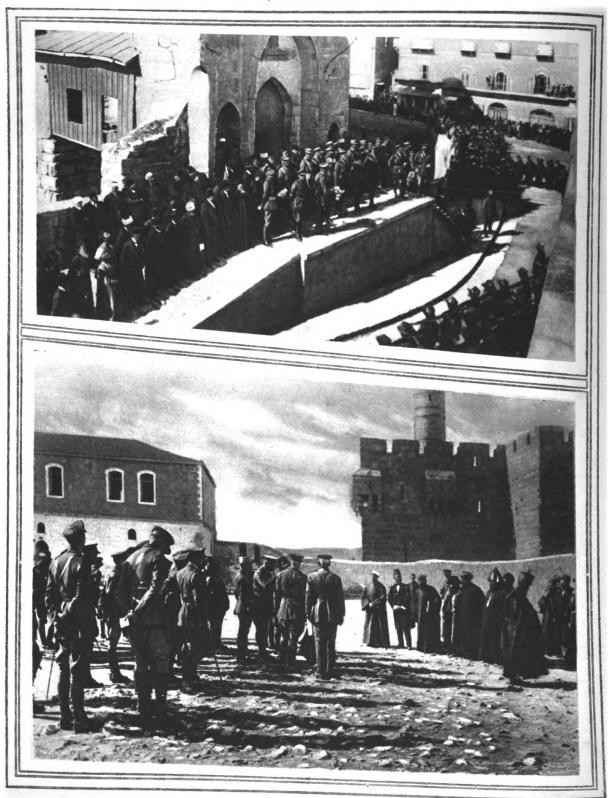


IN HELMET AND ROBE, "ARRAYED LIKE A CRUSADER AS SEEN IN PANTOMIME":
THE KAISER RIDING THROUGH JERUSALEM ON HIS WAY TO BETHLEHEM.

m, and in regard to the procession . . . I then wrote : 'Nothing like this has been seen since Noah came out of the Ark.' The Kaiser had arrayed himself like a Crusader as in pantomime—helmet, silk robe, and the other usual trappings for the part. He appeared to be in a mood of exaltation, and saluted with almost epileptic fury. Indeed, it seemed to at he imagined he had captured the city by the sword, instead of arriving there, as was the fact, as one of Cook's personally conducted tourists. . . All these tributes to that perfection angements were well deserved, but the Germans had nothing to do with it, as the whole business . . . was in the hands of Messrs. Thomas Cook and Son, of Ludgate Circus. . . . struck me about the Kaiser in Jerusalem more than anything else was his complete lack of a sense of humour, a lack so complete as to be hardly consistent with entire sanity. The ceremony . . . was really ludicrous beyond description, and so were some of his subsequent performances in that city."—[Drawing Copyrighted in the United States and Canada.]

#### GENERAL ALLENBY IN JERUSALEM: THE PROCLAMATION; NOTABLES.

OFFICIAL PHOTOGRAPHS.

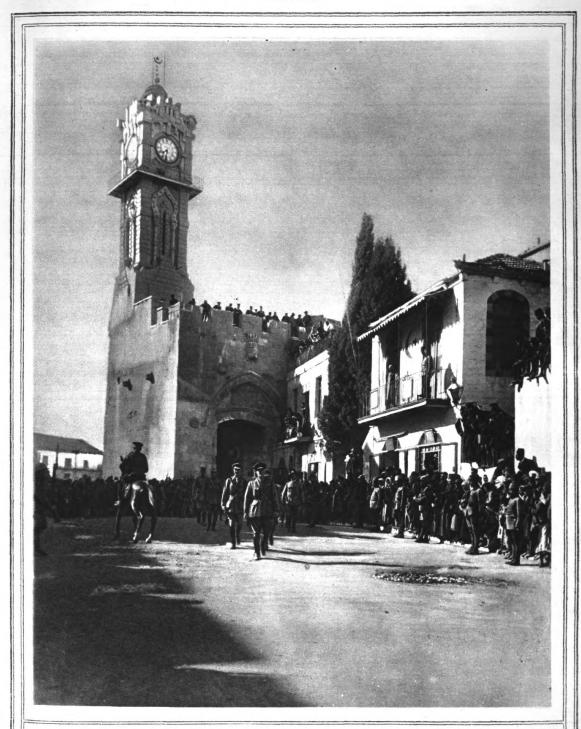


1. "AT THE BASE OF THE TOWER OF DAVID, STANDING WHEN CHRIST WAS IN JERUSALEM": A BRITISH OFFICER READING THE PROCLAMATION.

2. "GENERAL ALLENBY RECEIVED THE HEADS OF THE RELIGIOUS COMMUNITIES": IN THE BARRACK SQUARE AFTER THE PROCLAMATION.

"The Commander-in-Chief," writes Mr. W. T. Massey, who saw the Allied entry into Jerusalem, "had on his right the commander of the French detachment, and on his left the commander of the Italian detachment. The Italian, French, and American Military Attachés followed. . . . On the steps, at the base of the Tower of David, which was standing when Christ was in Jerusalem, the Proclamation of Military Law was read. . . . Re-forming, the procession moved up Zion Street to the barrack square, where General Allenby received the

notables and the heads of the religious communities. The Mayor and the Mufti were presented, likewise the sheikhs in charge of the Mosques of Omar and Aksa, and Moslems. The Patriarchs of the Latin, Greek Orthodox, and Armenian Churches, and the Coptic Bishop, had been directed by the Turks to leave Jerusalem, but their representatives were introduced to General Allenby, also the heads of the Jewish Committees, Syrian Church, Greek Catholic Church, the Abyssinian Bishop, and a representative of the Anglican Church.

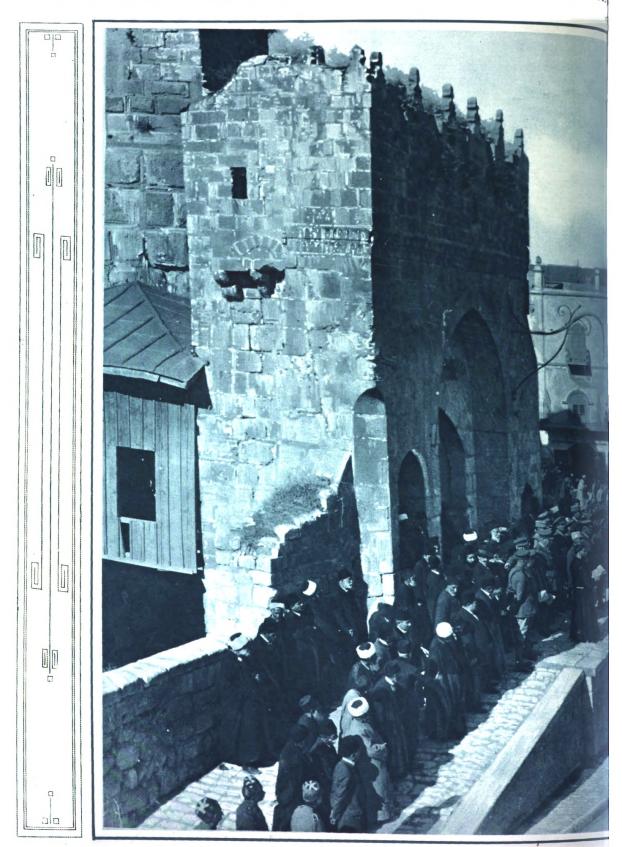


THROUGH THE JAFFA GATE, KNOWN TO THE ARABS AS "THE FRIEND": GENERAL ALLENBY'S SIMPLE AND REVERENT ENTRY INTO JERUSALEM.

On December 11, General Allenby wrote from Jerusalem: "I entered this city officially at noon to-day with a few of my staff, the commanders of the French and Italian detachments, and the Military Attachés of France, Italy, and the United States of America. The procession was all on foot. . . . The population received me well. Guards have been placed over the Holy Places. . . . The Mosque of Omar and the area round it has been placed under Moslem control." Mr. W. T. Massey, who was present, writes: "There was no great pageantry of arms, no display of the pomp and circumstance of a victorious army. . . . Close by the Jaffa

Gate . . . is the wide breach made in the walls for the Kaiser's entry when he visited Jerusalem in 1898. This was not used . . . General Allenby entered by the ancient Gate, which is known to the Arabs as 'The Friend.' "The simplicity and reverence of his entry, on foot like the Caliph Omar, contrasts with the Kaiser's bombastic display. Mr. Spencer Leigh Hughes, M.P., who was there, recalls that he "entered the Holy City armed to the teeth, escorted by troops. . . The Kaiser had arrayed himself like a Crusader as seen in pantomime."

# "EVERY SACRED BUILDING . . . WILL BE MAINTAINED AV



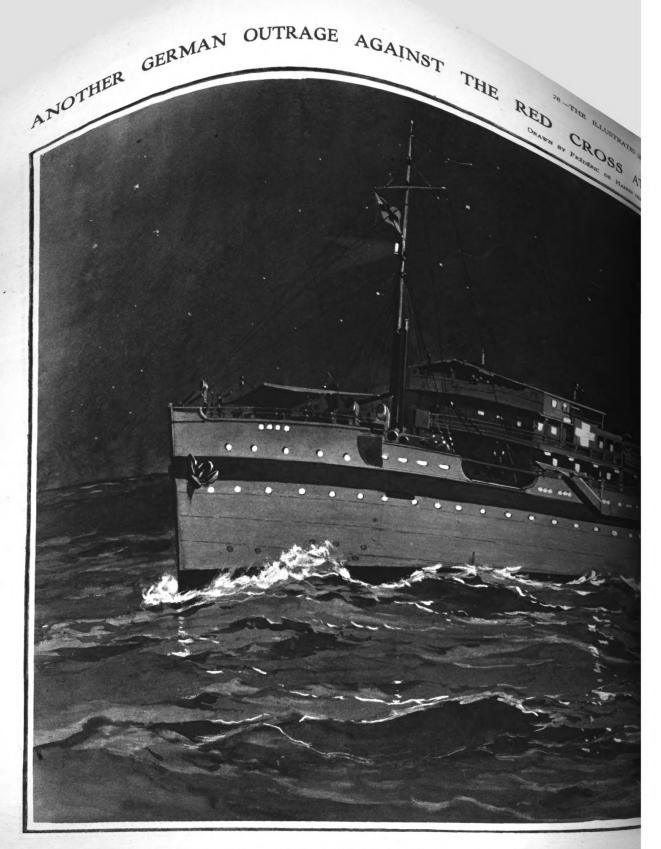
A CHARTER OF FREEDOM AND JUSTICE FOR JERUSALEM:  $\ensuremath{\mathsf{GE}}$ 

"The following Proclamation," writes General Allenby, "was read in Arabic, Hebrew, English, French, Italian, Greek, and Russian from the steps of the citadel, and has been on the walls: Proclamation of Martial Law in Jerusalem.—To the inhabitants of Jerusalem the Blessed, and the people dwelling in its vicinity.—The defeat inflicted upon the troops under my command has resulted in the occupation of your city by my forces. I, therefore, here and now proclaim it to be under martial law, under which form of admit it will remain so long as military considerations make it necessary. However, lest any of you should be alarmed by reason of your experience at the hands of the enemy

# TAMPROTECTED": READING THE PROCLAMATION IN JERUSALEM.

#### ALLENBY'S PROCLAMATION BEING READ IN ONE OF SEVEN LANGUAGES.

retired, I hereby inform you that it is my desire that every person should pursue his lawful business without fear of interruption. Furthermore, since your City is regarded with affection by the adherents of three of the great religions of mankind, and its soil has been consecrated by the prayers and pilgrimages of multitudes of devout people of these three religions for many centuries, therefore do I make known to you that every sacred building, monument. Holy spot, shrine, traditional site, endowment, pious bequest, or customary place of prayer, of whatsoever form of the three religions, will be maintained and protected according to the existing customs and beliefs of those to whose faiths they are sacred."



#### "DISPLAYING ALL THE LIGHTS AND MARKINGS REQUIRED BY THE HAGUE CONV

The Admiralty announced on January 10: "His Majesty's hospital-ship 'Rewa' was torpedoed and sunk in the Bristol Channel about midnight on January 4, on her a home from Gibraltar. All the wounded were safely transferred to patrol vessels, and there were only three casualties amongst her crew, three Lascars being missing. was displaying all the lights and markings required by the Hague Convention, and she was not—and had not been—within the so-called barred zone as delimited in statement issued by the German Government on January 29, 1917." Thus yet another addition has to be made to the long list of German crimes on the high and that, moreover, in violation of the clearest pledges. The captain of the "Rewa," Capt. J. E. Drake, interviewed by a representative of Reuter's Agency, said: "
January 4, about 11 p.m., when I was on the bridge with the third officer, two small white lights were seen about a mile ahead on our port bow. I concluded to

SEA: THE SINKING OF THE BRITISH HOSPITAL-SHIP "REWA."

IATERIAL SUPPLIED BY AN EYE-WITNESS.



### ON": THE "REWA," STRUCK IN THE BRISTOL CHANNEL-THE MOMENT OF IMPACT.

they were from a sailing craft, and ported my helm accordingly, and though I ported my helm 2½ points, I did not seem to alter my position as regards the bearing of these lights, which maintained their position about 4 points on my bow. After a pause of about three or four minutes, and after I had ported my helm, an explosion occurred, approximately at II.15 p.m., the ship being, in my opinion, torpedoed. We had our Red Cross flag up, our lights had been lit at sunset, namely, steaming lights, navigation lights, and Convention lights, and they had remained and were alight at the time of the explosion. All the lights were electric. The ship was hit abreast of the funnel on the port side, as near amidships as possible. The vessel sank just after midnight." After the explosion the finest discipline prevailed, and the transfer of the wounded to the boats, which we illustrate on an adjoining page, was carried out with the utmost courage and promptitude.—[Drawing Copyrighted in the United States and Canada.]

# THE ILLUSTRATED LONDON NEWS, JAN. 19, 1918.



SCIENCE JOTTINGS.

great influx of Colonial and American visitors among great influx of Colonial and American visitors among us, who are by habit more given to the taking of drugs than outselves. This demand can be verified by anything one who will take the trouble to look at the champy shops in the districts where our most welcome wisitors overseas do mostly congregate. and visitors overseas do mostly congregate. one who was shops in the districts where our most welcome visitors from overseas do mostly congregate, and is likely to be increased rather than diminished as the flow of American troops and their friends across the Atlantic costs larger. But besides this, and more important the tremendous increase in the quantity. gets larger. But bestead union important than this, is the tremendous increase in the quantity

large addition to the proportion to the proportion to the proportion of who required the proportion of who required the proportion of who required to the proportion of who required to the proportion of the proportion of stores in the wand the proportion of stores in the wand the work of stores in the wand that pilly, not likely from and demand that proportion of the pro

shall not be likely to om a card detrained is serious short host be to likely to om a card destrained is serious short age of too distance in a card destrained in the Assault in the Assault in the Assault in the Assault in the first plane be done in the destrained in the first plane be done in the destrained in the first plane be done in the destrained in the first plane be done in the destrained in the first plane be done in the destrained in the first plane be done in the destrained in the first plane be done in the destrained in the first plane we doctors' orderic the dene to be destrained in the first plane we doctors' orderic the destrained in the first plane we doctors' orderic the destrained in the first plane we doctors' orderic the first plane which lends much color of the first plane with a first plane which lends much cause do make the saudit has a first plane which we have a first plane which are destrained by the rationing people where the first plane we will have a first plane with a first plane with the plane with the first plane with the plane with the first plane with the plane with the first plane with the plane with the plane with the first plane with the plane with the plane with the first plane with the plane with th

them—our soldiers at the front.

The Government might also do something to help this matter. Vast quantities of drugs are weekly not less efficacious substitutes could be found. Even and under-worked Government offices might find time and under-worked Government offices might find time in general use, and to advise the panel doctors through out the country that in the less severe cases which form the great majority only these substitutes should be used. By so doing, the health of the insured would not suffer, and a great quantity of drugs would be set free for military use.

F. L.



THE GERMAN SCIENCE OF SINKING INCELLEDGES. RESOURCE FAILENTS FROM THE "REWA,"

We illustrate elsewhere in this Number the latest German outrage on hospital-ships, the sinking of H.M.H.S." Rewa," in the Bristol Channel, about midnight on January 4, on her homeward voyage from Gibraitar with wounded men from Selonika. Sile was complying with all the rules about midnight on January 4, on her homeward voyage from Gibraitar with wounded men from Selonika. Sile was complying with all the rules about midnight on January 4, on her homeward voyage from the side. Fortunately, nearly all on board were rescued—no thanks, however, and stipulations, and the torpedo almost pierced the Red Gross on her side.

The description of H.M.H.S." REWA."

with it, and some drugs which rose enormously in price at first have since fallen again until they are now not much dearer than in pre-war times. A fair example of these is, perhaps, medicinal or potable paraffin, which, shortly after the outbreak of the struggle, was almost unobtainable, and is now sold in "multiple" shops and co-operative stores at a price very little in advance of that of 1913. Other drugs of the synthetic kind, such as aspirin, phenacetin, and very little in advance of that of 1950 that of the synthetic kind, such as aspirin, phenacetin, and others, our supply of which used to come from Germany, at first rose similarly in price, until our Germany, at first rose similarly in price, until our manufacturers, taking the matter in hand, succeeded in producing medicines, generally under differing names, which proved to be not only as good, but exactly equivalent in point of dosage and otherwise to the articles formerly "made in Germany." These too were put on the market at a price which, considering the reduced purchasing power of the sovereign, is little if anything in advance of pre-war prices, and thus the plague has been staved for at any rate the thus the plague has been stayed, for at any rate the time being and for these particular drugs. The result reflects great credit on English commercial enterprise and soundness of outlook.

This is not to say that there is not still a scarcity in other drugs, and especially in those which, in the natural course of things, have to be imported from the far-distant countries where alone they can be Difficulties of transport, besides shortage of grown. labour in the places where they are produced, have had much to do with this, and there is no need to specify such drugs, particularly inasmuch as they are known to every medical man and to a good many patients. The supply of them has hitherto been kept up, somehow or other, but the demand is also increasing—which fact is due to more causes than one. Appong other things, this is in part caused by the

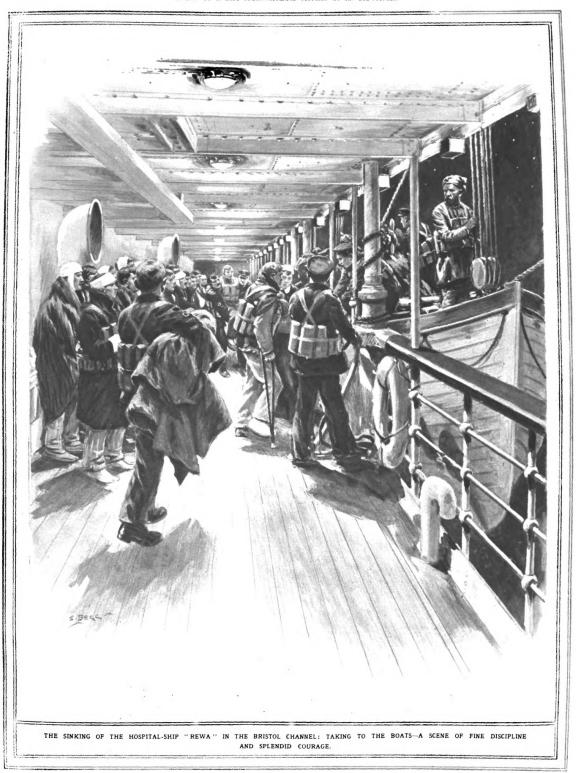
of drugs required by the field and other military hospitals all over the world. If it be true that there are now twenty millions of men under arms, we



CLAD IN BLANKETS AND SAILORS' UNIFORMS: WOUNDED SOLDIERS SAVED FROM THE HOSPITAL-SHIP "REWA

#### "BIRKENHEAD DRILL" ABOARD THE "REWA": RESCUING THE WOUNDED.

DRAWN BY S. BEGG FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



After the "Rewa" had been struck, as described under the drawing on our double-page, the captain, officers and crew, and members of the medical service set about the work of transferring the wounded to the boats in a manner worthy of the best traditions of the sea. Although, happily, without such tragic results as in the historic disaster to the "Birkenhead," the same fine discipline prevailed, and everything was done with cool and orderly despatch. First the cot cases—about 30—were lowered into the boats; next, the

The second of th

women nurses and the remainder of the wounded, and, lastly, the officers and crew. The boats were all manned without any accidents. "In accordance with my orders," said Captain Drake afterwards, "the 14 boats kept together as much as possible, coloured flares being burnt to attract attention. At about 3 a.m., two trawlers and a small oiler arrived and picked up the boats and their occupants, who finally reached port just after 10 a.m."—[Drawing Copyrighted in the United States and Canada.]

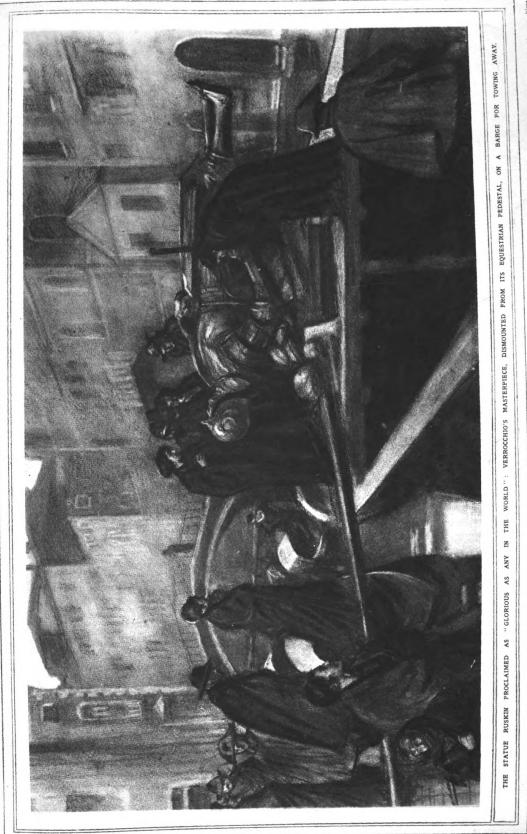


MEANS BY WHICH ALLIED MERCHANTMEN BAFFLE U-BOATS: "SMOKE-BOX" TACTICS AT WORK.

# BARTULOMMEO COLLEONI BEING REMOVED. VENICE'S TREASURES: VERROCCHIO'S STATUE OF SAVING

BEING CHASED BY A U-BOAT, IN A DENSE CLOUD OF DARK, LOW-DRITTING SMOKE A "SMOKE-BOX" BEING IGNITED AS A SHIP CHANGES COURSE

DRAWN ON THE SPOT BY LUCIEN JONAS.



"I do not believe there is a more glorious work of sculpture existing in the world than the equestrian statue of Bartolommeo made a Coleoni." So Rustin wrote, and his words, it is acknowledged, are very near the mark. The statue is one of the treasures of presention have been taken nince the Austro-German menace took serious The stat form. The figure, as the illustration shows, has been dismounted from the horse. It was laid pone on the deck of a barge, It was a far oped down and made secure, after which it was towed across the lagoon out to a place of safety. Its taking-down was stood in

made a demonstration by the crowd, who shouted approval during the procedure. One old man, with tears in his eyes, kinsted the feet of the statue. A lady among the onlookers, also crying, called out: "Oh, it is sad—there goes our Pallas Athere I" The statue of the famous Venetian General Collection was modelified in 1481, by Andr. Verrocchio, Leonardo da Vinci's teacher. It was cast in bronze after Verrocchio's death by Aless Leopardi, the designer of the tall marble pedestal on which he statue stood in the centre of the Campo Santi Giovanni e Paolo.—[Narone C-sprighted in the United States and Camula].

#### FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY WALTER BARNETT, C.N., MAULL AND FOX, LENA CONNELL, ARBUTHNOT, BACON, LANGFIER, LAPAYETTE, FOULSHAM AND BANFIELD, AND HEATH.



# <sup>R</sup>46 Generals and 9 Admirals!

# Impressive Facts about "Pelmanism."

THE remarkable extent to which the new movement — Pelmanian is new movement - Pelmanism - is being adopted by officers and men affords impressive reading.

There could, indeed, be no finer or more convincing evidence of its intensely tractical value than the fact that over 5,000 British officers and men (Naval and Military) are studying it whilst on active This includes 46 Generals and 9 Admirals! All correspondence being confidential, no names can, of course, be

From time to time the announcements made by the Pelman Institute have included some of the more interesting letters from officers at the Front or with the Grand Fleet, giving more or less precise particulars of the direct benefits accruing to them from the adoption of Pelman principles. Promotion, distinction, inreased efficiency, a keener zest for work; self-confidence, individuality, judgment, lecision; a perfect memory (most valuable of qualities in this super-scientific war). concentration - these are some of the penefits daily recorded. Small wonder hat a distinguished General writes that 'the value of the Pelman Course can hardly be exaggerated." His letter, with others of special interest, will be found below.

Business and professional men are qually appreciative. The benefits of Pelmanism are so clearly apparent (and so nvariable) that scepticism and prejudice nave vanished. The facts recorded, by fudents of the Course themselves, dispose of ill doubt or question as to the value of · Pelmanism.

If there is a reader of THE ILLUSTRATED LONDON NEWS who has not yet received a copy of Mind and Memory, in which the principles of Pelmanism are explained at ength, and in which a full synopsis of the Course is given, he (or she) should write or this brochure to-day. It will be sent, traits and post free, together with a full reprint of Truth's outspoken report on the work of the Pelman Institute, upon application to the address given at the foot of

#### A Distinguished General's Verdict.

One of the most emphatic endorsements hat the Pelman-Course has ever received somes from a distinguished General with he B.E.F. He says:—

# "The value of the Pelman Course can hardly be exaggerated. I agree it should be nationalised."

Following upon the remarkable letters recently published, in which Colonels, Majors, and Captains (both Army and Navy) have stributed their promotion, and, in some ares, their distinctions, to Pelmanism, the inneral's pronouncement is of special significance.

officance. For the benefit of those readers of THE LLUSTRATED LONDON NEWS who have not bready seen the letters referred to, they re reprinted here.

#### The Unsoldierlike Sub."

The first is from a Captain with the B.E.F. Ve give his letter in its entirety:—

"I should like to call your attention to the facts of the story of my Pelman Course.

"When I began I was looked upon with belt wordy the C.O. of my battalion at home as being a sleepy, forgetful, and unsoldierlike side. When I began your Course my stat began to use—I had the ability, but had not been able to see I. I left the home battalion with my C.O.'s recommendation as being the best officer in both had for more than a year, and came to Estatee.

"I was these appointed as a second lieutemant to command a company over the heads of four new with two 'pips,' and have now three stars and an M.C.

"That I was able to make use of my abilities so successfully I attribute entirely to the Pelman System."

That his is not by any means an isolated case is shown by the next letter, which is remarkable for its brevity. It is also from Captain, who, in response to the question, "What have you gained from Pelmanism?"

# A Military Cross and A Clearer Head."

Another officer suggests that the announcements made by the Pelman Institute err on the side of modesty. He writes:—

One great point in favour of your system

"One great point in favour of your system which, if I may say so, you do not make enough of in your advertisements, is the cumulative benefit accuring.

"As far as I can see, once having got on the right track and rigidly following the System, there should be no limit to the ultimate mental capacity obtained."

Each letter supplies its own adequate comment. Take the epistle of a Lieutenant-Colonel, who, writing from Salonika, says:—

#### "As a direct consequence of Lesso Two I have got a step in rank."

Similarly, a Major attributes his promotion and his D.S.O. to Pelmanism; the Captain of a fine cruiser thanks Pelmanism for his command, having been promoted by selection over the heads of senior officers!

There is, in fact, a bewildering mass of direct testimony to the value of the Course from every rank and from every unit of the British Army and Navy.

It is not always promotion that is the object of those who take up the Pelman Course. Here is a letter which presents another phase:—

another phase:-

"The Course has prevented me becoming slack and stagnating during my Army life—this is a most virulent dancer, I may add. It meulcates a clear, thorough, courageous method of playing the game of life—admirably suited to the English temperament, and should prove moral salvation to many a business man. Success, 'too, would follow—but I consider this as secondary."

#### Easily Followed by Post.

Easily Followed by Post.

To the uninitiated it may well appear impossible that such remarkable results can be obtained in a short time as a consequence of half-an-hour a day for a few weeks spent in studying lessons. Yet it is the bare truth, and it should help readers to realise what a tremendous force for personal betterment "Pelmanism" is.

As a reader of the Course recently wrote:—"If people only knew, the doors of the Pelman Institute would be literally besieged by eager applicants."

Following the intensely interesting lessons and exercises the students of Pelmanism rapidly develop a brilliant Memory, strong Will Power, complete power of Concentration, quick Decision, sound Judgment, an ability to Reason clearly, to Converse attractively, to Organise and Manage, and to conduct their work and social duties with Tact, Courage, Self-Confidence, and Success. All mental weaknesses and defects are, on the other hand, eliminated—such as Mind-wandering, Forgetfulness, Weak Will, Aimlessness, Bashfulness, Self-consciousness, the "Worry Habit," etc.

#### Over 250,000 Men and Women.

The Pelman Course has already been The Pelman Course has already been followed by over 250,000 men and women. It is directed through the poet, and is simple to follow. It takes up very little time. It involves no hard study. It can be practised anywhere, in the trenches, in the office, in the train, in spare minutes during the day. And yet, in quite a short time it has the effect of developing the mind, just as physical exercise develops the muscles, of increasing your personal efficiency, and thus doubling your all-round capacity and income carning power.

A full description of the Pelman Course is A full description of the remain Course given in Mind and Memory, a free copy of which (together with Truth's special supplement on "Pelmanism") will be sent post free to all readers of THE ILLUSTRATED LONDON NEWS who send a post-card to The Pelman Institute, s.; Wenham House, Bloomsbury Street, London, W.C. 1.





to H.M. The King.

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according to whether you require it either for Infant Feeding, for Young Children, for Invalids or for General Household use. It is in that order of priority that supplies are being distributed through the trade.

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#### THE RICHEST IN CREAM. CASH PRICE 1/12 PER TIN,

at which it can be sold only because we restricted sales, when fresh milk was plentiful, to enable us to supply the public at a low price during the winter, when fresh milk is scarce and dear.

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"BEAUTIFULLY COOL AND SWEET SMOKING"

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Player's Gold Leaf Navy Cut -Player's Medium Navy Cut -Player's Tawny Navy Cut

PLAYER'S "WHITE LABEL" NAVY CUT

Also PLAYER'S NAVY CUT DE LUXE (a development of Player's Navy Cut) packed in Airtight Tins

> 2-oz. TINS 1/9



4-oz. TINS 3/6

# Player's Navy Cut Cigarettes

HAVE A WORLD-WIDE REPUTATION

They are made from fine quality Virginia Tobacco and sold in Two Strengths-MILD AND MEDIUM

MILD (Gold Leaf)

MEDIUM

100 for 4/6 50 for 2/3 24 for 1/1 12 for 6½d. 100 for 3/5 50 for 1/9½ 20 for 8 dd. 10 for 4 d.

IN PACKETS AND TINS FROM ALL TOBACCONISTS AND STORES

These Cigareties (and Tobaccos) are also supplied at DUTY FREE RATES for the purpose of gratultous distribution to wounded Soldiers and Saliers in Rospital

Terms and perticulars JOHN PLAYER & SONS, Nottingham

#### MONTE CARLO.

A NOTHER year has passed away. Seated under the belvedere overlooking the court of the railway station, one seems to have but one reminiscence of the past, recalled by the absence of that welter of passengers alighting from special trains which brought down visitors from every European capital, and of that conglomeration of vehicles ready to whisk away travellers to hotels and villas. There is the same warm sun. No change has taken place in the gardens. They are as enchanting as ever, and there may be some consolation for those who have formed an attractive programme for the season's enchanting as ever, and there may be some consolation for those who have formed an attractive programme for the season's amusements of 1918, in that the admirable manner in which they have catered for the delectation of visitors whose honourable costume stamps them as among the champions of the just cause, assigns them the rôle of the Peri at the gates of Paradise. Such visitors can get a peep at the shrine of Fortune through the swinging doors which give exit to those who are the victors and vanquished of the capricious jade, but they can make neither libation nor sacrifice until they return, with the laurels of the victor, bringing us peace and plenty. In other words, the management has strictly adhered to the rules drawn up when the Casino was opened, refusing admission to everyone in uniform—military, naval, or clerical. This principle has become as the laws of the Medes and Persians, notwithstanding the assertions of more than one of those emulators of De Rougemont who aver the contrary. Concerts, theatrical and operatic pxformances are void of restrictions. There are plenty of indoor amusements for men in uniform to add to those found on the golf-links, in the tennis-courts, or at the matmees of the cinema opposite the International Sporting Club.

Amateurs of both classic and modern

Amateurs of both classic and modern music will not refuse the flattering verdict passed in favour of the orchestra chosen by M. Jehin, which attracts visitors from all parts of the Riviera. M. Gunzbourg, the impresario of the operatic season, is now busy drawing up that programme keenly appreciated by those who have often journeyed from distant parts of Europe, to listen to the recent productions of well-known composers rendered by singers of repute, and by those who, having the gift of song, appear on the stage of Monte Carlo to court public assent to the opinion of their Amateurs of both classic and modern

talents implied by such a popular maestro. Even in these times of storm and stress, when our appetites, tastes, pleasures, and minor comforts are hampered by controllers, those who have



WHERE UNIFORMED VISITORS NOW FIND RELIEF FROM THE STRESS OF WAR:
THE TERRACE AT MONTE CARLO.

taken refuge under the banner of the Grimaldia enjoy privileges denied them elsewhere. The dramatic intertainments have been confided to M. Ganaja, who is one of the most assiduous of the "histinghest" of drama, tragedy, and left connedy at Parisian theatres. His judgment coincides with the verdict of the cosmopolitan audience, and as ami de la maison, he has given of his best at a moment when everyone sickens for the spice of life dulled by the vicisstules of a wearying war, however certain that victory will await the efforts of the Alles. Arrangements for farce and a lighter vein of comedy have been entrusted to M. Comte-Offenbach, whose patronymic offers an assurance that in his department, some of the "old boys" who still cherial Imperial tradition, may yet be reminded of those days when Paris was the gayest city in the world, and the Journal de Monaco announced that Mile. Schneider, the "Grande Duchesse," had arrived within the Principality! The journey was long and tedious. The great Society arbitres, "Mrs. Grundy," had declared Monte Carb taboo. She has had to strike her colours to public opinion.

As a social resort prior to the war, the Principality and its immediate neighbourhood was a thorn in the side of Cannes. Up-to-date hotels have been built, and the arrangements made for the accommodation of those who wished to be on the scene of action and drain the cup of pleasure filled to the brim by the enterprise of the management, may claim that every desire the human heart can conceive can be satisfied in the Principality, the flower-garden of Europe, the once barren patrimony of the House of Grimaldi. Unfortunately the fashionable gathering on the banks of the Var, which was established in 1869, witnessed no racing in 1871 owing to the France-Prussian War. The added money at that period, amounting to 14500, had been quintupled in 1014, when the last meeting was held. The Nice Races on the banks of the Var were a most important function. They represented a Fashion tournament in which the belle Nigoiss a which the belle Nigorse and her Italian haisister vied with their cosmopolitan guests in originality of dress; costume, bonnet, and parasol giving a charming aspect to the stands on the race-course, while the paddock and weighing-enclosure presentel a choice gathering of the most popular among cosmopolitan owners and breeders.







## **How Arthur Bourchier** conquers Headache.



Oxford Theatre, Oxford Street, W.

Dear Sirs.

Not often, but now and then, I run into a headache, and I don't like it at all.

don't like it at all.
Thanks, however, to your
"Daisy" tablets, I can always
turn the table on the foe and get
him to shout "K amerad."
Really, "Daisy" tablets are
a fine antidate for such troubles,
and Old Bill says, "I yer
knows of any better headache
cures, stick to em.
You have my full permission

You have my full permission to publish this letter, and also

my photograph.
Yours very truly,



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sold by Boots, Taylor's, and Chemists everywhere at ect (post free) from Daisy, Ltd. (Dept. T13), Leeds

# Cotus

THIS month, a few pairs of these waterproof service boots are being sent to each of the shops appointed in every town to sell Lotus, and every pair is being sold, under strict Government orders, to fighting men at home.

The remainder of these low leg boots and all the high leg, the field boots, whilst supply is so short, are going direct to men at the front.

Their orders, whether sent by

Their orders, whether sent by post direct to their old shops at home or through their parents or friends, are always executed and usually by return of post.

The boots are guaranteed to keep the feet warm and dry, when "Lotus" is found branded on the soles.



#### "THE MONARCHY IN POLITICS."

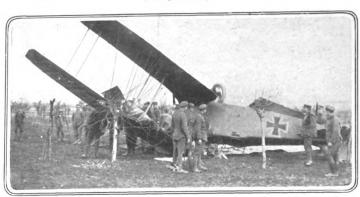
A<sup>N</sup> ingenious effort is made by Mr. J. A. Farrer in "The Monarchy in Politics" (Fisher Unwin) to exhibit the Crown as an inevitable partisan. "Except in matters indifferent," says the author, "the Crown is bound to lean to one party or the other." As an illustration of the munner in which its social influence may be thrown into the scale against any particular measure, he cites the history of Home Rule in 1886 and 1895. The fact, however, is that it was not the Sovereign, but the Commons, the Lords, and the people who stood in the way of that policy. The first Home Rule Bill was rejected by the House of Commons in 1886, and its rejection was immediately endorsed by the country; the second Home Rule Bill was thrown out by the Peers in 1893, and at the General Election in 1895 its authors were sent into the political wilderness from which they did not emerge for ten years. Fortunately, the value of Mr. Farrer's book depends not on the thread of its contention, but on the interesting narrative which is supplied by a great number of connected extracts from the letters, memoirs, diaries, and speeches of statesmen, and

depends not on the thread of its contention, but on the interesting narrative which is supplied by a great number of connected extracts from the letters, memoirs, diaries, and speeches of the communications of Sovereigns to their Ministers. It begins abruptly with George the Third, and ends necessarily with Queen Victoria. The story of George the Third's efforts to rule Parliament by corrupting it through his friends, is still as piquant as it is familiar. George the Fourth's obstinacy against Catholic cmancipation, we are told, "showed monarchy at its worst." On the other hand, in the case of William's dismissal of the McI-bourne Ministry, the author says that, "given the King's position and opinions, it is difficult to condemn his action." The publication of the Letters of Queen Victoria showed that her supervision of policy, especially in foreign affairs and Army administration, was more constant than people as a rule had known. Mr. Farrer refers to the Queen's Austrian sympathies in the struggle with Italy, and to her Prussian sympathies in the struggle over the Duchies. It is well



ON THE WESTERN FRONT: A BIG ENEMY AEROPLANE BROUGHT DOWN IN OUR LINES.

The photograph shows the body of the machine, which was built to hold six.  $British\ Official\ Phet\ graph.$ 



WITH OUR TROOPS IN ITALY: A GERMAN AEROPLANE WHICH FELL IN OUR LINES AND TURNED OVER THE CREW WAS CAPTURED. [British Official Photograph.]

known, however, that the country owed much to her restraining influence at more than one international crisis, and that on several occasions by her intervention she lessened friction in domestic politics. "Much as she loved the country," says Mr. Farrer, "she loved the Monarchy was natural, and to contrast it with her love of the Monarchy was natural, and to contrast it with her love the country is invidious. The honour of her realm was her supreme object, and however much she may have been influenced on certain questions by family feeling, she set up a new standard of constitutional propriety. That standard was followed by her son. Lord Morley, in his "Recollections," mentions that on one Indian matter. King Edward made earnet, "but extremely kind remonstrance," and on another subject was very much in earnest, "but not for an instant did he press his point with an atom of anything like overweening insistence." The constitutional correctness of the present Sovering in difficult circumstances has been attested by Mr. Asquith, who is the highest authority on the point. Great influence is still exercised by the Crown, but power and responsibility lie with the Ministers

That always enterprising firm, the manulaturers of "Viyella"—one of the most useful and deservedly popular fabrica deservedly popular fabrica one of the most adaptable—are

deservedly popular latorics, and one of the most adaptable—are-sending out a very neat pocket book for the year that has just begun. It is well got-up with pages for cash account, memoranda, and calendar, an insurance coupon, and a risumi on notable events in the war. It is useful in itself, and should increase the public appreciation of the admirable material which it will serve to recall to the minds of those who carry it throughout the year. All wise women appreciate "Viyella," and will also appreciate "Viyella," and will also represented the stimely reminder. The material is of an attractive character, alike in substance, appearance, and adaptability to many purposes, as it is also mexpensive.

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proof of the splendid bodily re-nascence which it accomplishes— then your one regret will be that you did not try it earlier.

you did not try it earlier.

Don't postpone that trial a day longer, but go to the chemist's now—before you forget it—and buy enough Sanatogen to last you for a few weeks' regular use. (It costs from 1/9 to 9/6, which works out at only twopence per dose—less than tea, coffee, alcohol or tobacco!) But be sure you get the genuine original Sanatogen, which is owned and manufactured solely by us and bears our name and address on the label.

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#### NEW NOVELS.

"An Autumn Sowing."

It looks as if Mr. E. F. Benson's intentions in "An Autumn Sowing" (Collins) had been modified as the

story took possession of his pen. Certainly we expected to hear more of Mr. Keeling's sons, and not to find Keeling and the dull daughter dominating so completely the later chapters of the book. The family party at the outset kives promise of family politics to follow; but this expectation is not fulfilled. Hugh and the brother who matrics fade away. Nothing the second process of the second pr

and the brother who marries fade away. Nothing more is heard of the young couple; and Alice and a peculiarly fatuous young clergyman— who is much less a type than a caricature—step forward, a caricature—step forward, toeing the line with Keeling's belated love for his typist. The relationship of the last two poorle typist. The relationship of the last two people gives Mr. Benson his opportunity for rising to the level he has led us to expect from him -a level that, to be quite frank, is not uniformly kept in the rest of the book. Mrs Keeling is a good study, but the writing-in of Mrs. Keeling flags. It is significant of Mr. Benson's command of his art. Benson's command of his art however, that though we may suspect him of weariness, and a mood out of conceit with the creation of these provin-cial people, he has written a novel which is alive, and active in its claims on a active in its claims on a reader's attention and interest

"Mistress of Men."

The history of India before the rule of the English should be a goldmine to writers of romance. The history of

but, so far as we know, it has been left hitherto unexplored.
Who writes the adventures of De Boigre or Skinner into their
fiction? Mrs. F. A. Steed breaks fresh ground for novelists
in "Mistress of Men" (Heinemann), when she goes back to and mastress of after (Frememann), when she goes back to the love of the Emperor Jehangir, father of that Shahjehan who built the Taj to the memory of a woman. Jehangir's Empress was Nurmehal, the Light of the Palace, until he renamed her Nurjehan, Light of the World, in adoration of her wit and beauty. Taking her entirely from Mrs. Steel's book, she appears to have been one of those women who stand out in the histories of nations by reason of

exceptional charm and exceptional brilliancy. She was old for an Eastern woman when Jehangir won her after years of unrequited desire, but her fascination was unyears of unrequired desire, but her assistation was un-dimmed. She never fell under the complete mastery of the supreme passion. She left that to her lovers hence the power she wielded. A woman who dotse gives herself into the hands of the man who possesses her; but Nurjehan was the mistress and queen of men. Mrs. Steel's book is full of interest, and may startle people into realising how great is their ignorance of the

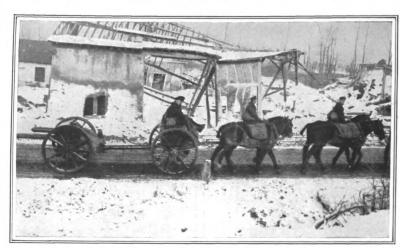
servant, and was later to become the wife of another man servant, and was later to become the wife of another man. There was a misunderstanding, commoner in novels than in real life, which enabled her to commit bigamy without knowing that she had done it, and her true lover to marry her without suspecting her eventful history. It all goes to make up a good story, one that can be imagined with Hugh Thomson illustrations of ladies in large bombon all little slippers, and gentlemen heavily bandaged by prodigious neckcloths, and wearing a bunch of seals. "Honour Among Thieves" is not the sort of romance that can be suspected of ending badly, and those who read it will find themselves provided with light and pleasant entertainment.

and pleasant entertainment

" Hawk of the Desert." Miss Mitton, whose heroine bachelor girl in London, conducts the new romance in the heart of an Egyptian desert, with camels and colour, and adventures, all to match. "Hawk of the Desert" (John Murray) lively, and as full of meat. To begin with, there is an intriguing German bent on the corruption of the tribes—no, even before of the tribes—no, even before he takes the stage we have the rumour of the white baby who is swept away on the wave of a massacre of Europeans. She duly appears later to save her long-lost and British-bred brother and his fellow-prisoners from a grue some fate at the hands of the some late at the hands of the wicked German. If you want to read a straightforward novel of action, with thrills and a strong interest, you cannot do better than allow

leaves of "The Hawk of the Desert" in a waited on the date palms, the Pimbashis and the sheikhs, the wells and the zarebas of Miss Mitton's Africa.

Despite the shortage in many materials, the Royal Mail Steam Packet and the Pacific Steam Navigation Companies have adhered to their courteous custom of sending out seasonable greeting cards, accompanied by an excellent leather pocket-case for Treasury notes. Upon the card is a picture of the Companies' new offices in Burgors Aires Buenos Aires.



ON THE WESTERN FRONT: ROYAL FIELD ARTILLERY PASSING THROUGH A VILLAGE. high civilisation and the magnificence of the Court of

Akbar's successors.

Akbar's successors.

"Honour Among Thieves."

dozen others would have fitted the story as well. It is a pretty and romantic tale of a girl-bride who slipped out of the coach on her honeymoon journey, some time in the reign of George III., and was supposed drowned by a good-for-nothing husband and his worthless circle. Meanwhile, the little Honor had hidden herself as a farm-



Globéol is being regularly prescribed by physicians in this country and abroad in all cases that call for energetic measures to restore strength and vitality to the system when it is weakened through disease, hemorrhage arising from any cause whatsoever, anamia, malnutrition, overwork, mental strain, nervous exhaustion, etc., etc.

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Renews but the majority will merely shing their shoulders and protest that, much as they would like to be endowed with tetrnal youth, nothing can prevent the taxages of time.

Why is it that so many women look old before their time? The trouble is not due to superficial causes only, for grey har, flaceld itssues, increasing stoutness, discolonation of the skin, blemishes, wiriskles, etc., etc., are all caused through poisoning of the blood, especially with unit acid, which is the cause of premature old age and arterios-selerosis, the numerous symptoms of which commence to appear, viz.; shortness of breath, drowsiness after meals, headache, giddiness, loss of memory, impaired eyesight, palpitation, etc.

Even as early as at 30 years the symptoms of arterios-selerosis thandening of the arteries, sometimes occur. The necessary measures should immediately be taken in order to dissolve and eliminate the unic acid, otherwise continual ill-health ensues, degenerating into chronic disease, premature old age, and untimely death.

Science, however, which has discovered the origin of arterios-selerosis, has also found the remedy: URODONAL, which dissolves uric acid as easily as hot water dissolves sugar. It has been said that people need not die before they wish; they meed not grow old either unless they wish it, for URODONAL, is at their disposal for destroying the cause of premature old age, so that if care is taken to eliminate the uric acid as fast as it is formed, by the regular use of URODONAL instead of the arteries being brittle and hard, they will remain soft and pliable as india-rubber, and perfect health will be the result.

After a course of URODONAL the skin takes on a rosy bue and becomes supple, smooth, and firm; the flesh is flexible and firm; the pulse is strong and active; rich blood conveys heat and energy throughout the body, thereby stimulating the healthy functioning of the different organs. URODONAL imparts renewed youth and vitality to the whole system.

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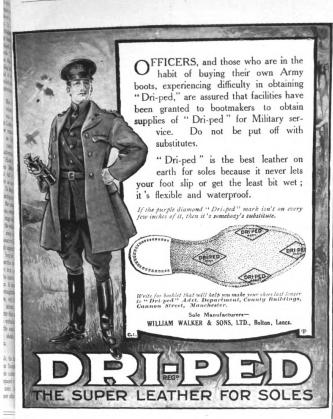
whole system.

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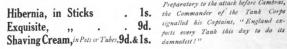
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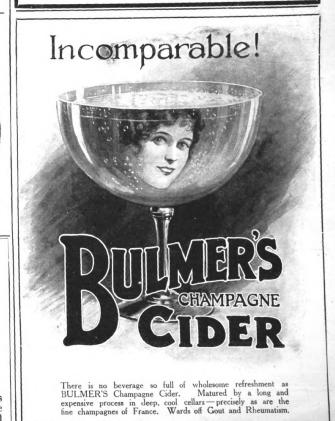
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INCLUDE in your parcel a 3-Tablet Box of Colleen Soap, 1/3; a Tube of Dental Cream, 9d. and 1/-; a Tube or Pot of Toilet Cream, 1/-

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#### THE CHRONICLE OF THE CAR.

Unrest in the Motoring Camp.

In apparently negative attitude of the R.A.C. and the A.A.

other classes of the community. It is all a question of

other classes of the community. It is all a question of sacrifice to the needs of the war, and that is the way, and the only way, we ought to look at it. And what is it, atter all, that the representative bodies might, or could, have done to secure an easement of the position? What is it they have done which they ought to have left undone? So far as my knowledge of things is concerned, the answer to the first question is that they could not have done any more than they have which, when the truth comes to be known, is really a great deal. I have no hesitation in a serting that, bad as the position is, it would have been worse had it not been for the efforts put forth by the much-abused associations. At the very least, it associations. At the very least, it can be said that the lowest ebb of

motoring would have been reached many months before it was had the asso-ciations alciations al-lowed everything to go by default. So far as concerns the second query

I agree that the interference of the A.A. in the gas business was ill-judged and officious. There was not the slightest need for it, and the result is as we know. Still, in common justice to the A.A., it must be conceded that what has happened would in all probability have come to pass before very long. So, after all, the counts upon which these bodies are to be held guilty of the betrayal of the motorist " are not of such very grave importance as some would ask us to believe. I agree that the interference of the

The Real Remedy. While I refuse utterly to substribe to the doctrine that we have

been betrayed by those to whom we have committed our interests. I nevertheless agree that it is a good thing that we should examine the state of health of the body politic with a view to making a good start after the war. There is a section, and by no means one that is negligible, which holds to the view that the one issue out of all our troubles is in the foundation of some new body which shall be more truly representative of all the interests of automobilism than those which at present exist. That is to say, they are prepared to throw overboard all the work, all the experience, all the understanding of the many problems surrounding the use of the mechanically propelled vehicle on the highway, and to begin all over again. To my way of thinking, that is the spirit of reform run mad. We do not want a Bolshevist movement within the ranks of automobilism. But we cannot go back to the administration of our motoring affairs which subsisted before the war. To been betrayed by those to whom we have committed our our motoring affairs which subsisted before the war. give it its kindest description, it had grown stale.



A NOTABLE "TANK BANK" ACHIEVEMENT: "WELL DONE BIRMINGHAM Our photograph shows if Hallewell Rogers, the well-known Chairman of Birmingham Small Arms Company, Ltd., handing a cheque to the Lord Mayor of Birmingham, for over [100,000, representing the purchase of 140,000 War Savings Certificates for employees of the Birmingham Small Arms Company. Sir Hallewell is Hon. Colonel, 3rd South Midland Brigade, Royal Field Arillert, and Member of the Advisory Committee of Commercial Intelligence to the Board of Trade.



A MOTOR FOR ALL CLIMATES: A WOLSELEY CAR IN MESOPOTAMIA There is no part of the world where the Wolseley car is unknown. Our photograph shows one of the cars doing ts work in Mesopotamia, in a temperature of 121-6 in the shade.

towards the legislative and restrictive disabilities under which the motorist has been labouring since the war. I hear talk of meetings being called to discuss the lackes of these bodies, and to devise ways and means of bettering the conditions as and when that becomes possible. I must say at once that I am not at all in sympathy with the shore taken by this manager, for movement, for in truth is

say at once that I am not at all in sympathy with the shape taken by this movement—for movement it in truth is.

In the first place, I am afraid I cannot see wherein the bodies which are the subject of so much criticism could have done more than they have. If it were the motorist who alone was suffering from restrictions imposed by a wicked Government, which had singled him out for inwicked Government, which had singled him out for in-vidious treatment, and the representatives of automobilism had calmly acquiesced in it all, then I should be as anxious for their heads as anyone. But when we come to regard the matter as, I submit, it should be regarded, we are forced to the admission that we as motorists are suffering no more in our own particular sphere than a great many

The Indent Pen. Assorted sample boxes containing 24 Perry's "Tested" Pens to be Nice obtained from all Stationers Point PERRY & CO., Ltd., Old Bailey, E.C. FOR THE NURSE AND MUNITION WORKERS. Now so many ladies are engaged in nursing our wounded soldiers and loing all kinds of rough and dirty work in the National cause, they find t a matter of considerable difficulty keep their hands nice. The con-nual use of water ruins the skin and



ther sticky nor greasy, and is easily sorbed by the skin. It is very nomical to use, a good sized bottle ting only 1/1. You can get it at all chemists and stores.

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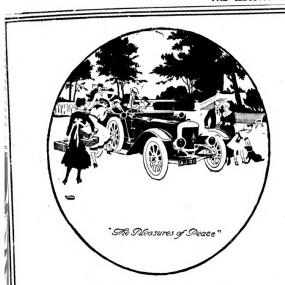
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Continued | Certainly do not desire to become personal, or to discount the services rendered to the movement by men who have been identified with it for the past two-and-twenty years; but I do think that the committee lists of the associations when the past two-and of revision. Year after year the same but I do think that the committee lists of the associations are in some need of revision. Year after year the same old-names appear as retring "and, being eligible, offer themselves for re-election." It does not seem to be any-body's business to bring forward alternative candidates, and to push their claims to election, so in they go again! In a word, the agitators for reform have not the courage of their convictions and thus are not prepared to start the reform movement from within. We do not want new associations, but we do want a change in the old ones. Both the R.A.C. and the A.A. are veritable closed corporations so far as their administration is concerned—one has only to compare the committees of to-day with the original rolls to see how nothing but death suffices to bring about a change of personnel.

If reform is needed—and I have agreed that it is—then let the people who are heading the agitation begin with the improvement of what we have in preference to starting new bodies which must, in the very nature of things, be competitive with the older ones, and tend more to accentuate divisions than to alleviate them.

to accentuate divisions than to alleviate them.

Gas in Hollow Body-Work.

A clever inventor, Mr. W. H. Dunkley, of Birmingham, who as far back as 1896 constructed a motor-car which ran on coal-gas, has patented a method of carrying gas at a pressure of 50-75 lb. per square inch inside the bodywork of a delivery-van. The vehicle has a hollow roof, sides, and floor, which give capacity enough for a radius of about fifty miles. It is only after all, an extension of sucs, and noor, which give capacity enough for a radius of about fifty miles. It is only, after all, an extension of the old-fashioned method of carrying the fuel-tank built into the body-work of the car.

More Light Wanted.

Wanted.

I am told that many doctors who use motor-cycles in their practice have met with a great deal of difficulty through the Government prohibition of the sale of calcium carbide. the Government prohibition of the sale of calcium carbide. That renders the use of acetylene-lamps impossible. Electric-lighting outfits cannot be purchased, and the id al oil-lamp has yet to be invented. However, the Auto-Cycle Union has been able to arrange with the Ministry of Munitions for the issue of permits for the purchase of carbide in cases of proved necessity, so that medical practitioners who have been attected by the regulations should get into communication with the Secretary of the Union at 83, Pall Mall, S.W.

#### TITLEPAGE AND INDEX.

The Tulepage and Index to Engravings of Volume One Hundred and Fifty-one (from July 7 to December 29, 1917) of THE ILLUSTRATED LONDON NEWS can be had, Gratis, through any Newsagent, or direct from the Publishing Office, 172. Strand, London, II.C.2

To Correspondents. Communications for this department should be address... to the Chess Editor, Mulford Lane, Strand, W.C. 2.

G BUCHANAN: The B P at Q (th is necessary to prevent a second solution by r. Q to K (th (ch)).

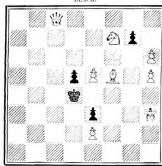
A F RIDLEY. Your letter is not clear. Send the position on a diagram. A M SPARKE and C H BALLEY. Much obliged.

> SOLUTION OF PROBLEM NO. 3775. By I. R. DAWSON. WHITE

Any move

1. Kt to Kt 5th 2. Mate accordingly.

PROBLEM No. 3776. By S. HERLAND. BLACK.



WHITE.

White to play, and mate in three moves.

CORRECT SOLUTIONS OF PROBLEM NO. 3763 rec ived from C Okey (Auckland New Zealand); of No. 3765 from C Okey and J Wimp ris; of No. 3775 from J C Gardiar (Toronto), K Britgers, and C Field (Athol, Mess.); et No. 3725 from W G Phillips (Dunder); of No. 1727 from J C Gardiar (Toronto), K Britgers, and C Field (Athol, Mess.); et No. 3725 from W G Phillips (Dunder); of No. 1727 from C E Larvor Caption Challies (Great Varmouth), R Strattord, Lacob Verrall (Redmeth) G Sorri (Stonch iven), E-perantisto (Augers), I Faactorn (Laverpeel), and G Buchman; of No. 3727 from J D Williams (Wood Green), F C Dhompson, W R Tebles, W Sulubsurs-Watte Blustald), Corporal C E Larvor, I A Transcott (For St.Gat.), I Verrall, C H Haviland (Frinder Green), I Issae sen J C Stackborne (Lorpiac), I S Festes Bingholm, J Fowler, J Wilkinson W J Woodward (Newton Abbott), J M Kineboth (Dundfris), M E Ondow W J Woodward (Newton Abbott), J M Kineboth (Dundfris), M E Ondow (S Gardiard), N R Dharmavar (Padham), R Stratford, F Raver Armidel (Great Veton), Rev. J Christie (Birlingham), A W Hamilton Gul (Exercit), I W Cafferta (Grantham), W Lillis (Marple), Captim (India , A F P (Gredion), G Sorri, G St (Birgelbet Johnson (S aford), and A H Arthur (Batts).

Correct Solutions of Problem No. 3775 for itself from G. Stillingflect Johnson (Scalord), A.H. Arthin, Bathb., J. S. Forles, H. James (Neath), J. Fowler, G. Sorre, A.W. Handton G.R., J. C. Stackhouse, M. E. Onshow Rey, J. Christie, F. Drakeford, and M. L. Collins.

#### CHESS IN LONDON

Game played in the Championship Tournament of the City of Lindon (h. Club, between Messis, T. Germann and W. H. Watts (Sicilian D. f. nce)

WHITE (Mr. G.) BLACK (Mr. W.) 1. P to K 4th P to Q B 4th
2. Kt to K B 3rd Kt to Q B 3rd
3. B to K 2nd P to K 4th

WHITE (Mr. G.) BLACK Mr. W Q takes P could be safely pla-17 Q takes P, Q takes P; 18 R --Q, and White should win B to Q mi 18. P to Q R 3rd Q to K md

3. B to K and P to K 4th
The op ning moves on both sides
are unusual, and somewhat change
the character of the op ning.
4. P to Q nd — K to B 3od
5. K to B 3rd — P to Q 4th
6. P takes P — K takes P
7. K takes K t — Q takes K t
8. B to Q and — B to K 2nd
6. B to B yrd — P to K B 4th

Contemplating a very neat of bination, which only just fairs of success it deserves. 10. R to K sq P to K sth 2 · P takes P B take s R P 21. K to B sq P takes P 22. Q takes P B to K 3rd P to K sth B take R P P take P B to K 3rd Q R to B sq Q to Q B 4th B to Q B 2rd 23. Kt to Q 2nd 24. R to K 2nd

Too impetious. Black has no immediate attack to press home, and his King stands in a very exposed postion after Casting. In any case, the Q B should be deployed first. 25. Q to Q 3rd 26. Q R to K sq Kt to K 4th wins the exchange at

10 Castles Castles
11. Kt to Q 2nd Kt to Q 5th
12. R to K sq R to B 3rd
13. B to B 3rd Q to K 3rd
14. B takes Kt
15. Q to K 2nd B to Q 3rd
16. Kt to B 4th B to Kt ex-17. K R to O sa

once. R to KR and Answering oversight with over-eight and in a much more disastress degree.

27. R tak: 5 B Resigns

Mr. Alain C. White's annual production always provokes expecta Mr. Alain C. White's annual production always provokes expectation as its particular form, because, with his encycloped c knowledge of problex, one never knows what out-of-the way thems he may wish to expond. Its year, i.e. The White Knights "i (fince of the Chess Amateur, Strood, Gov.) he has fixed his attention on the activities of the two White Knight either by themselves or in combination with Pawns, in edministring neward in one notal tittle volume presents a hundred instances of this spend variety of composition—quite a large number, looking at the limited kny comploved. As a rule, they are easy of solution; but some very inguine strategy is shown in many of them, and all have points of intensit such studying. A very elaborate analysis of the function of Knight ply from the p in of Mr. G. Hume presents a suitable introduction for the bright of those who will to combine a theoretical knowledge of problem-construction.

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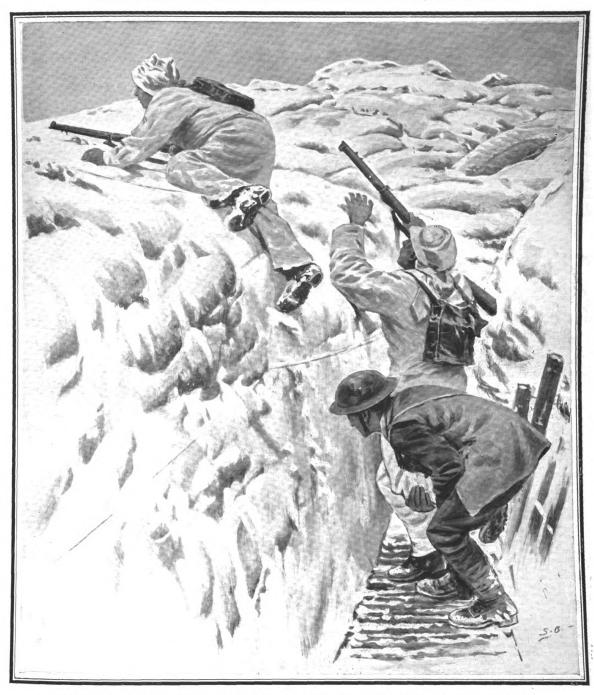
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No. 4110.- VOL. CLII

#### SATURDAY, JANUARY 26. 1918.

NINEPENCE.

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HUMAN CAMOUFLAGE: BRITISH SOLDIERS DRESSED IN WHITE FOR DAYLIGHT PATROL-WORK IN THE SNOW-GOING OVER THE TOP.

The art of camouflage, which has developed to such an extraordinary extent during the war, is closely analogous to Nature's method of protective coloration in animal life. Sometimes, as here, it is an actual copy. Just as the Polar bear is garbed in white to make him jnconspicuous against his background, so the two men seen in our illustration affords an interesting example of military camouflage applied to the person.

DRAWN BY S. BEGG, AFTER AN OFFICIAL PHOTOGRAPH. COPYRIGHTED IN THE UNITED STATES AND CANADA.

#### THE NAVY'S TRENCH WAR-ENEMY RAIDS

#### BY ARCHIBALD HURD.

YARMOUTH bombarded" was recently the prominent head-line in London evening newspapers. The town-a seaside resort and fishing centre—had been shelled from the sea at 11 o'clock when most of the inhabitants had gone to bed, or were about to go to bed. The enemy vessel evidently a submarine, and the firing lasted only about five minutes.

The North Sea has an area of 140 000 square miles: in other words, it is one-sixth larger than the whole of the United Kingdom, and nine times bigger than Denmark. On the western side of it runs the British coast, a stretch of about 600 miles without a single place which can be compared with the least heavily fortified spot on the short German littoral. It is more difficult to prevent ring-and-run raids than it is to catch every small towns-boy who rings and runs away—and Greater London has some 22,312 police officers and men to its 699 square miles! From the point of view of Germany, the conditions for raiding are ideal. The enemy has the advantage of the interior line, the element of surprise, the darkness of moonless nights, the rapidity of movement which the water-tube boiler and the marine turbine have brought him, and he possesses in the submarine an ideal weapon for raiding purposes. Even making allowfor the different rates at which a policeman and ance for the different rates at which a policeman and a patrol-vessel can move, the North Sea is nothing like as well protected as Greater London, in which assaults, burglaries, and other crimes are of almost daily occurrence. If the country provided affoat defence on the same scale as it is provided in London, the North Sea would have 800,000 patrol-ships; or, making allowance for the varying speed of policemen and seagoing vessels, the number would be about 170,000. Official records show that during the twenty years which preceded the war, we built 60 light cruisers and 104 destroyers! Our output of light cruisers during that period exceeded German construction by one-third, and we provided 38 more destroyers.

The country will never do justice to the Navy until it understands the character of the war which the Fleet is waging, and the limited resources which it possesses. Raids occur on the Western Front almost every week. The Navy is also engaged in fighting a trench war; but it is at a serious disadvantage as compared with the Army. In the first place, the main German Fleet is hiding behind strong shore defences, supported by mine-fields, destroyers submarines, and aircraft; and ships cannot fight forts Secondly, the British seamen cannot sit down off the German coast, digging themselves in as our soldiers dig themselves in on the Western Front; but must patrol up and down the North Sea in all weathers, always exposed to attack from enemy vessels—swift-moving light cruisers, low-lying de-stroyers, or invisible submarines, which can discharge their torpedoes while still submerged. Thirdly, the Germans can either fly over our lines of naval investment-such as they are-or can travel under them. The British seamen never know when the enemy will strike, how he will strike, or where he will strike. There are many dark moonless nights, and the wonder is not that raids should occur, but that they are not more numerous.

The British Navy is fighting simultaneously several distinct wars. When it is said that the Grand Fleet containing" the German High Seas Fleet, that statement means that Admiral Sir David Beatty must stand always ready for action, with battle-ships and battle-cruisers, as well as light cruisers and destroyers, prepared to impeach the enemy's Main Fleet whenever it appears beyond its protected area. For light craft are the protectors of the heavy ships at sea. The Grand Fleet is the antidote to invasion. The Grand Fleet, consequently, has the first call on the Navy's light craft, because it is enacting the grand rôle in this war. With such vessels as remain, the Navy must fight the other wars. It must provide convoy for our merchant shipping, in the Home seas and beyond—about 5000 "targets" each week being exposed; it must give as much protection as possible to the 600-mile stretch of the East Coast; it must defend, without peradventure, the sea lines of munications of our Armies, many thousand soldiers being always afloat. Germany is taking no part in the big ship war until what she regards as a favourable moment arrives. That leaves her free to employ in surprise movements all her light cruisers, destroyers, and submarines

#### THE SOUL OF AN ARMY. BY E. B. OSBORN.

EVERY great nation has a military discipline peculiar to itself, and deeply rooted in the national past. The most democratic, to use a rather dangerous epithet, is the French discipline. France is the only European country where you can see officers and men chatting together in a café round a bottle of liberty, equality, and fraternity (so to speak), and yet feel sure military etiquette will be rigorously observed when they return to duty. The same familiarity is observed in Japan. In France, however, the off-duty comeraderie which so alarmed our martinets is popularly supposed to be a heritage from the Revolutionary Armies. It is much older than that, according to the late General Gallieni, who was so widely read in the history of warfare through the ages. "We are the Roman legionaries," he once said to a friend of mine who questioned him on this very point," and we are what we have always been. Behold the rods and axes for those in the field who forget the legionary's oath—' Faithful to the Senate, obedient to my Imperator.' But when they are off duty our brave poilus have the freedom of the Roman soldier, who could say just what he liked to the cen-But, as the swift collapse of the Russian turions. Army shows, only intensely patriotic and highly intelligent soldiers can be allowed such licence of comment and intercourse. In the "orthodox and Christ-loving militancy" (it is the old official style of the Russian Army) which fought so heroically in the first two years of the war, the relations between officers and men were governed by a kind of ritual, something far beyond any Western etiquette. The greeting of a General by his men was a most impressive affair—thousands of deep voices simultaneously saluting their father in arms. It is true that the old father - and - son spirit had ceased to touch these ancient observances with a personal emotion. For two generations the brutal German methods of training had been adopted by many Russian officers in the vain hope of securing the efficiency of the German war-machine. But the ritual of salutes and salutations remained a strong, binding force, though most of the spiritual significance had been lost; and the revolutionary *Prikase* which abolished it reduced the army to a tumultuous mob of hungry, angry peasants.

We, like all other fighting races, have our own peculiar discipline, which no foreigner can quite understand. The New Army inherited it from the Old Army-but as a spirit rather than a system. Outwardly, it is a compromise between the democratic and the autocratic models. The British officer loyes his men, but loves them at a little distance. Inwardly, it is not fully defined even in "B.-P.'s" famous phrase—"Confidence in one's pals." It is really one of the oldest and most beautiful things in this old, beautiful land. The new order of soldier-poets bears witness to the passion of unselfishness that keeps it fresh and a little fantastical—for does it not give the the even to blood-relationships? The devotion of the young regimental officer for his men sings itself in the noble "Fulfilment" of Robert Nichols -

Was there love once? I have torgotten her.
Was there grief once? Grief still is mine.
Other loves I have; men rough, but men who stir More joy, more grief, than love of thee and thine.

The golden tie of service is a constant theme of wonder and rejoicing in letters from our various fronts, thousands of which, in the fulfilment of a certain historical task, I have been reading in the last six months. "It is the greatest thing in mortal life," wrote one young officer on the eve of the action in which he fell, " to know such men as mine and have the joy of serving them. It brings all the dreams of brotherhood true, and so death no longer matters." And how well such devotion is requited! Here is a passage from one of many letters—brief and soldierly, as a rule—in which the deaths of beloved captains are described by their men-

I was with your son when he died, and, if I may never see anything again, I saw one of the bravest men that ever was. He died a hero's death. Your son dropped with his head on my knees. I spoke to him three times. I got no answer; and then he just looked up at me, and put his hand down my face, and said "Is that you, Joe?"—which was the name he called me by. "For God's sake, sonny, push on "—and died at that. I shall avenge his death till the end.

Let none speak against the way of a British officer with his me.i, which is one of the oldest and most beautiful things in this old, beautiful land. It is the

#### THE DURATION OF GREAT WARS. BY CHARLES LOWE.

H OW long is this terrible world-war going to last Such is the question uppermost in all our thoughts and on all our tongues

The truth is that all the most momentous wars in history have been long ones. Not to speak of anterior ones, we ourselves in the Middle Ages waged an intermittent conflict with France known as the Hundred Years War; while the corresponding conflict between England and Scotland may be said to have been a five-century one. Our own Civil War lasted from 1642 to 1660—eighteen years—being contemporaneou-part of the time with the Thirty Years War, what divided all Germany into two opposing camp. I found the Empire with a population of 16,000,000, and left it with less than 5,000,000, with a loss of wealth from which the nation had but partially recovered at the outbreak of the present world-war. In the next century Germany was to suffer from Frederick's Seven Years War.

Other long conflicts of the seventeenth and eighteenth centuries were various succession wars, notably those for the Orleans succession to the Palatinate, 1686-97; the Spanish Succession, 1700-13 (the period of Marlborough's victories); the Polish Succession, 1733-38; and the Austrian Succession

But even those protracted campaigns were dwarfed by the war which Napoleon may be said to have waged for nearly twenty years with all Europe, and with the same object-world-dominion-as is now being pursued by his present-day pinchbeck imitator. In that colossal conflict England took a prominent, a protagonist part by sea and land; and in the Iberian Peninsula alone, more especially, waged what was very nearly another. Seven Years War—1808-14.

Our next considerable war, after a long peace, was that of the Crimea, which lasted about two years, but was only a great one, not so much in political result which were almost nil- as in its records of British here is an and endurance. In respect of military magnitude and political results, the Crimea waquite surpassed by the Civil War in America-which be it remembered by our restive pessimists, lasted four years (1861 to 1865) minus three days, and from every point of view was momentous. This fratricidal conflict cost more than half-a-million lives on both sides, though the forces in the field were nothing like

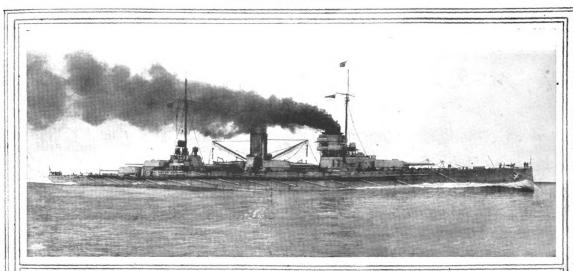
The Civil War in America was followed-in 1866 by the Prusso-Austrian campaign in Bohemia, which may be said to have lasted only seven weeks, since Austria was completely brought to terms by her first crushing defeat at Königgrätz. The logical sequel to the Prussian war of 1866 with Austria was the German one of 1870 with France, which was all over in about seven months, though, indeed, it may be said to have been practically decided in less than one month-at Sedan the rest of the time being but a long-drawn out agony of fighting despair on the part of the vanquished. This comparatively quick smashing down both of the Austrians and the French was mainly due to lack of organisation and unpreparedness on the part of the defeated.

Still, war now showed a decided tendency to be shorter than before-especially war on a large scale-as was to be again shown in the Russo-Turkish campaign of 1877, which lasted only some nine months and the Russo-Japanese War of 1904, of which the duration was about a year; whereas our South African war had dragged on for over two-and-a-half years-for very special reasons, including the element

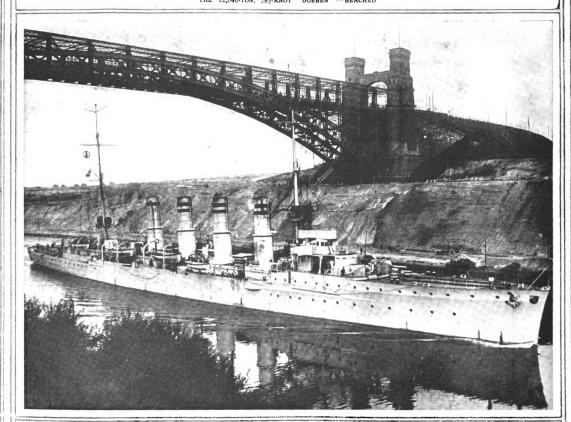
of vasty veldt-space, which was against us. But now the tendency is again all in the reverse or old, direction—that is, towards long-drawn-out wars—and for the reasons that tactics, if not strategy have been revolutionised by modern inventions. War of movement has practically been replaced by war of position, with trenches and subterranean strongholds the functions of cavalry have been encroached upon by aviators, who are now not only the eyes of their own army, but also agents of Sodom and Gomorral to their opponents; machinery is now almost as much a means of carrying on war as men; the rôle of artillery has been immensely enhanced; submarines have completely altered the conditions of naval war-fare: troops are now so well fed, and clothed, and cared for that disease has practically ceased decimate armies as it always did before—and, in short victory will now incline, ceteris paribus, to the side with the biggest numbers, the longest purse, and the most enduring remost enduring nerves.

#### DRIVEN ON THE DARDANELLES MINES: THE "GOEBEN" AND "BRESLAU."

PHOTOGRAPHS SUPPLIED BY S. AND G AND C.N.



when the war broke out, germany's fastest and best dreadnought battle-cruiser the 22,640-ton, 28-knot "Goeben"—beached



THE "GOEBEN'S" COMPANION IN THE FLIGHT TO THE DARDANELLES IN AUGUST 1914, AND HER FELLOW-RAIDER IN THE BLACK SEA:

THE 4500-TON, 274-KNOT, LIGHT-CRUISER "BRESLAU"—SUNK.

After the Admiralty pre-iminary announcement on January 21 that on the previous day the German craisers "Goeben" and "Breslau" had been defeated at the entrance of the Dardanelles, the "Goeben' being run ashore and the "Breslau" sunk, the following communique was issued: "Admirally Monday night.—The 'Goeben' and 'Breslau' emerged from the Dardanelles early yesterday morning and attacked our naval forces to the north of Imbros, with the result that the 'Raglan' and 'M.28' were heavily hit and sunk by gun-fire. The enemy ships then proceeded to the south of Imbros, where the 'Breslau' was forced into one of our mine-fields, struck a mine and sank. The 'Goeben'

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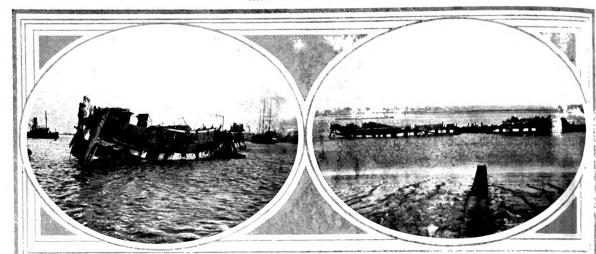
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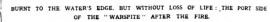
left her, steaming at full speed, and turned towards the Dardanelles. Turkish destroyers comin; to the assistance of the 'Breslau' were engaged by our destroyers and driven off. As the 'Goeben' neared the entrance to the Dardanelles, she also struck a mine, which reduced her speed, and caused her to settle down aft with a list of 15 degrees. She finally teached herself on the west side of Nagara Point, where she is now being continuously bombed by our aircraft. We rescued 772 survivors of the 'Breslau,' and they are now prisoners of war in our hands. The names of the survivors of the 'Raglan' and 'M, 28' are not yet known, but there are 132 survivors."

## NEWS BY THE CAMERA: TWO DISASTERS; AND A HOME-COMING.

HOLOGRAPHS BY ILLUSTRATIONS BURFAU.



THE TRAINING-SHIP "WARSPITE" DESTROYED BY FIRE: A VIEW SHOWING THE UNDAMAGED FIGURE-HEAD.





BRITISH PRISONERS BACK FROM GERMANY LANDING AT BOSTON: PRIVATE JACKSON, A BLIND SOLDIER, AND DUTCH NURSES.



NEUTRAL WOMEN WHO TREATED OUR WOUNDED WITH GREAT KINDNESS:
DUTCH NURSES RETURNING FROM BOSTON WAYING GOOD-BYE.



THE TERRIBLE ACCIDENT TO A SCOTCH EXPRESS NEAR CARLISLE: THE DERAILED ENGINE AND TRAIN, WITH WRECKAGE OF A TELESCOPED CARRIAGE.



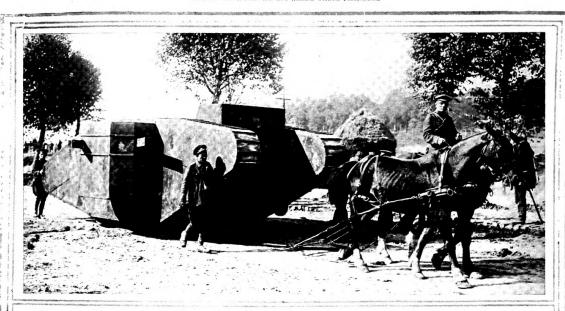
A RAILWAY DISASTER DUE TO THE WEATHER: THE LANDSLIDE WHICH DERAILED THE SCOTCH EXPRESS IN A CUTTING.

The famous old training-ship "Warspite" was burnt to the water's edge by a fire which occurred on Sunday afternoon, January 20. There was no loss of life or injury among the 250 officers and boys, who showed fine discipline and worked bravely to check the flames, fanned by the wind. Their personal belongings and the stores were lost. The ship was formerly H.M.S. "Waterloo" (120 guns). La\*" she was renamed the "Conqueror" (80 guns), and was given to the Marine Society to replace an earlier training-ship, "Warspite," also destroyed by fire.—The second contingent of British

prisoners from Germany reached Boston on January 20. The Dutch nurses who had come over with them on the voyage from Holland showed them great kindness.—A Midand express from London to Glasgow on Saturday, January 19, ran into a falling landside, taused by rain and snow, in a cutting 'at Long Meg, between Little Salkeld and Lazonby, about 15 miles south of Carlisle. The train was derailed, the brake-tan crashing into the engine, and the next coach being telescoped against the tender. Six people were killed and 17 injured.

#### TANK TACTICS: A DUMMY AND A CAPTURED ANTI-TANK GUN.

CANADIAN WAR RECORDS AND NEW ZEALAND OFFICIAL PHOTOGRAPHS,



THE MASQUERADERS: A PAIR-HORSE DUMMY TANK ON WHEELS, BEING TAKEN INTO ACTION ON THE WESTERN FRONT.



THE ENEMY'S METHOD OF COMBATING TANKS: NEW ZEALANDERS EXAMINING A CAPTURED GERMAN ANTI-TANK GUN.

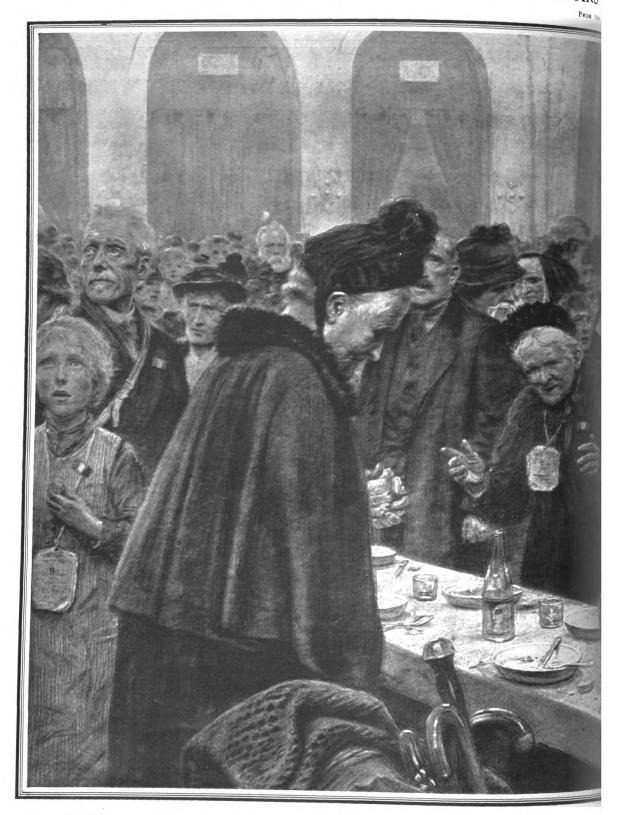
Sir Douglas Haig has not mentioned dummy Tanks in any of his published despatches regarding the operations of our troops on the Western Front. Of the real Tanks has said: "Very gallant and valuable work has been accomplished by Tank commanders and crews on a great number of occasions. Long before the conclusion of the Flanders Offensive, these new instruments had proved their worth and amply justified the labour, material, and personnel diverted to their construction and development. In the course of the various operations in which Tanks nave taken part, at Arras, Messines,

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# HEARING THE "MARSEILLAISE" AFTER THREE YEARS

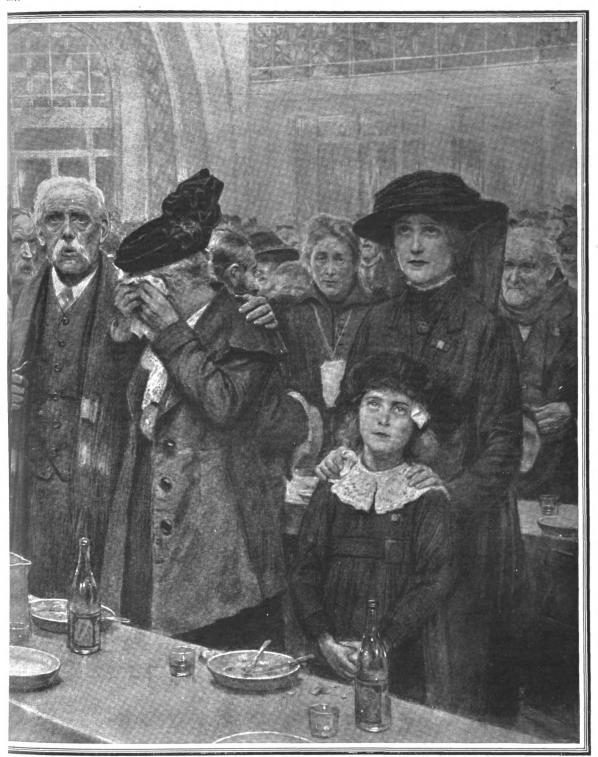


BACK FROM "MURDERED" FRANCE TO FREE FRANCE: REFUGEES EVACUATED F

This pathetic throng of French refugees have been sent away by the Germans from French territory in their occupation. After a long railway journey, and a wonderfully sympaths welcome in Switterland en roule, they find themselves again on French soil—this time, free soil—at Evian, in Haute Savoie, on the southern shore of the Lake of Genera. They hardly believe they are at liberty again after three years of slavery. They have been given a meal in the gorgeous casino of Evian. "Suddenly," writes M. Benjamin Vallotton." Evian hand strikes up the tune so long forbidden. They stop eating, and all eyes look up. One old man wearing a veteran's medal rises to his feet, then an old woman at the strikes.

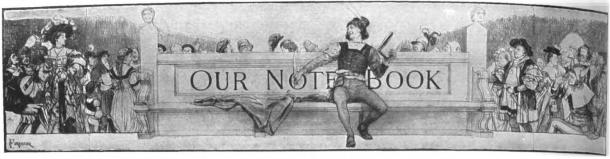
#### VERY: FRENCH RAPATRIÉS-A MOMENT OF EMOTION.

NT.



JPIED TERRITORY LISTENING TO THE "MARSEILLAISE" IN EVIAN CASINO.

the hall, signing to the five little children with her to do the same. The Marseillaise! the hymn of peoples re-born! Women and men alike begin to sob. Others, with clenched stand rigid with closed lips, but tears roll down their theeks. Others, again, beat time to the tune with a mystical frenzy, while little girls, in ecstasy like Jeanne d'Arc listening to ices, join their hands and pray. It is a moment of inexpressible emotion. . . . Many resume their seats, and hum over the sacred words. Then suddenly they stand once more, ed, with eyes dilating and vehement gestures, to send forth to France the supreme cry—'Aux armses, citoyens!''—[Drawing Copyrighted in the United States and Canada.]



#### By G. K. CHESTERTON.

THERE is one particular attitude to which most human beings, including myself, have a very strong objection. It has created all the popular tales about traitors, though it is sometimes more subtle than treason; but it has all the effects, if not the motives, of treason. It is the attitude of the man who chooses the very time at which he ought to stiffen as the time at which to weaken. He only fails at the last moment; and it is always the most important



THE SUDDEN DEATH OF THE EX-COMMANDER-IN-CHIEF IN INDIA: THE LATE GENERAL SIR BEAUCHAMP DUFF. Sir Beauchamp Duff was censured by the Mesopotamia Commission in connection with the early reverses. He was found dead in bed on Jamusty 20. The inquest verticity was "Death due to misadventure, from narctine possening self-administered for the purpose of procuring sleep."—[Photo. Elliott and Pry.]

moment. Especially he always remembers the reasons that ought to have prevented him from beginning a thing when they only serve to prevent him from finishing it. Sometimes those reasons are rather thin modern theories, which instantly gave way when he found an action desirable, and which now only return to him because he finds it difficult.

Such a man always appears to the popular instinct merely to have played it false; but very often it is his position from the first that has been false. I always feel this about some of the wealthy Quakers, and other theoretic opponents of all war, in their attitude towards this war. They had a right to forbid a war; but they had no right to help it so as to hinder it. And they did, indefinably and perhaps unconsciously, help it so as to hinder it. Pacifists are called fanatics; but I, for one, wish that those among them who are most influential had been far more fanatical. A Pacifist's peace is at least a much better thing than a Pacifist's war. I should feel in the same way about any other extreme or extravagant doctrine, however strongly I disagreed with it. I think a vegetarian is something like a lunatic when he calls me a cannibal for eating a mutton chop. But I should prefer to find him denouncing my cannibalism to a large crowd, rather than find him conspiring obscurely everywhere to upset butchers' carts and nail up the doors of butchers' shops. I should think he had a right to do the first, his convictions being what they were; I deny that he has a right to do the second, whatever his convictions might be. I think it both crazy and cruel for a follower of Mrs. Eddy to seek to deprive the sick of the help of any science except Christian Science. But I should think it much worse if the Christian Scientist were only caught stealing the medicine from an invalid's cupboard or the ing the infections and octor's garage. Idealism is an excuse per insurrection; it is not an excuse for intrigue, which is against its very nature; and with those that were, and are, merely intriguing for peace I pretend

to no patience or respect. The horrors of war are a perfectly logical reason for not going to war. They are not a reason for trying to do a thing when you happen to feel excited, and dropping it when you happen to feel tired. If you have any intellectual self-respect whatever, you must ask yourself three questions which are as obvious as the alphabet: What you originally decided to fight for; whether you have got it; or whether you can get it by continuing to fight? That it is a ghastly thing to fight, and a still more ghastly thing to be obliged to allow others to fight, is a most vivid and painful truth. But it is a truth, I will venture to suggest, which ought to have crossed a powerful mind some little time ago.

There never was a moment in this mortal trial when it was more necessary to be ruled by the actuality and not the atmosphere. The atmosphere is naturally and necessarily one of weariness, and a reaction towards escape; but it is still the truth that we ought not to escape, even if we could escape, from actuality. I see that some new suggestions have recently been made in this direction by a man of genius who is always suggestive, Mr. H. G. Wells. Mr. Wells is, above all things, a great artist in atmospheres; and he is, as such artists often are, far too much the victim of atmospheres. He is also the victim, I think, of the weakness already described—the lack of something which may be loosely described by the theological term of final perseverance. Even his most successful novels fail only at the last moment. They end, but they do not conclude; the writer seems resolved to escape from a conclusion. They do not end in more negation or despair, but only in an oblivion of their original objects as if the parities had interacted.

original object—as if the writer had just caught sight of something else that had do with it. Hence he is not desperate; but he is, in a definite and double sense, distracted. In much the same way he seems to have side-tracked himself on the subject of the war, of the war. running clean off the rails of reality. He has been caught by considerations quite remote not merely from our reasons, but from his own for having supported the war at all. He has fallen in love at first sight—or rather, at first hearing—with the mere name of Mr. Trotsky and the Revolutionists at Petrograd. He offers them to us as a more democratic type of diplomatist, who are more plain and simple than our own diplomatists. As to that, I am content to answer that we could most of us ask very plainly and simply for things, if we only asked for them and did not get them. The Bolshevik diplomatist demanded that the peace negotiations should be removed to the and they were not removed. He demanded that the military forces should not be removed to the West; and they were removed. I believe I have been consistently not only much more of a democrat but much more of a revolutionist than Mr. Wells; I have even been rebuked by him for my extreme and extravagant denunciation of the existing social system. And I should have been ready on many occasions to ask simply and plainly for what I wanted-to say in a commanding voice "Give property to all the families in the State, or "Punish all Trusts as criminal conspiracies immediately." There would only have been Inner would only have been two limitations attaching to these plain and simple things which I should have demanded. One is that I should not have got what I demanded—or, perhaps, expected to get it. The other is that I should not have thought it practical to do it while I was admittedly try-

ing very desperately to do something else which we all agree ought to be done.

I would, therefore, draw attention to the detail that there exists in the world at this moment a war; and a German Empire which has been so far successful in that war that it has disarmed Russia, Roumania, Serbia, and Montenegro, and has already so far

erected a Middle Europe which overshadows Eastern Europe. To say in face of such a fact that you rather like Mr. Trotsky's tone is as flighty and foolish as to say that you rather like the colour of his ey. To say that there may be a revolution in successful Germany, because there has been a revolution in unsuccessful Russia, is to throw out wild guesses into the air. There may be; but we can only build with any security upon what is. To say that a republic will certainly be set up in Berlin because it has been set up in Petrograd is about as businesslike as to say that a wooden statue will certainly be set up in Petrograd because it has been set up in Berlin. Personally, I should always have said that the Russian would always have been more democratic than the Prussian that he had more natural taste for what is revolu tionary, as the man of Berlin had more natural taste for what is wooden. But even if we think the Russian example may be followed, it is madness to say it must be followed. We are concerned with calculable facts: and cannot risk all England and all Europe upon possibilities that are quite incalculable. any rights in the quarrel, we cannot conceivably gamble them on a faint hope that Germany may gamble them on a lamb tope the statue of Hindenburg and begin to worship a statue of Haase. I therefore humbly suggest to Mr. Wells that he should return for a moment to the contemplation of real things, and especially of the most real thing remaining in front of us: the fact that we have lost the war, and with it the faith of England and the freedom of Europe, unless we can still force the Prussian to do certain things which he has a prodigious objection to doing.
Of these the very least, as Mr. Wilson and Mr. Lloyd



A NEW BISHOP WHOSE APPOINTMENT AROUSED CONTROVERSY

DR. HENSLEY HENSON.

DR. HENSLEY HENSON.

Protests were made—notably by the Bishop of Oxford (Dr. Gore)—to the nomination of Dr. Hensley Henson, Dean of Durham, as Bishop of Hereford. He was, however, duly elected. The Archbishop of Canterbury, replying to Dr. Gore, decidence of the Christian Faith, who regards the Incarnation of the Son of God as the central fact of human history."

Photograph by Wikifork.

George and all our political leaders have said, include a French Alsace-Lorraine and a free and united Poland spreading to Posen and the sea. As for sympathising with revolutionists, I have sympathised with many in many places, even including a place called England; and my sympathy did not suddenly begin yesterday. My prejudices are of older date, and may possibly be of longer duration.

## THE ARREST OF M. CAILLAUX-AS PICTURED IN FRANCE.

FROM AN ILLUSTRATION IN "EXCEUSIOR," PARIS.



THE FIRST (EX) PREMIER OF FRANCE TO BE PLACED IN A COMMON PRISON DURING THE THIRD REPUBLIC: M. JOSEPH CAILLAUX LISTENING TO THE WARRANT FOR HIS ARREST READ BY M. PRIOLLET, COMMISSARY OF THE ENTRENCHED CAMP OF PARIS.

M. Caillaux, an ex-Premier of France, was arrested on January 14, at his house in Paris, in the rue Alfonse Neuville, on a warrant issued as a sequel to the recent charges against him of having aided the enemy by attempting to destroy French alliances during the war. In publishing the above picture illustraing the arrest, the Paris paper "Excelsior" said: "At 9 o'clock in the morning M. Priollet, the Commissary, presented himself at M. Caillaux's house, with his secretary, M. Mercadler, and two agents de Sûretê. The

Deputy for Mamers [i.e., M. Caillaux], who was shaving, quickly wiped the soap from his cheeks, put on a lounge jacket, and went to his study, where he sat down and listened to M. Priollet reading the warrant for his arrest. M. Caillaux then went to dress and put on his overcoat. It was in the ante-chamber of his room that the arrest was made." M. Caillaux was taken to the Santé Prison, where he was placed in an ordinary cell and closely watched day and night. He was allowed certain extra furniture, and meals

## BREST-LITOVSK: PROMINENT DELEGATES; AND A "SCRAP OF PAPER"

PHOTOGRAPHS SUPPLIED BY TOPICAL.



ON THEIR WAY TO THE CONFERENCE AT BREST-LITOVSK: COUNT CZERNIN AND IBRAHIM HAKKI PASHA.



WITH HERR VON KUHLMANN AT THE TOP END OF THE TABLE, IN THE MIDDLE:

A VIEW IN THE SESSION HALL.



DURING THE PEACE NEGOTIATIONS AT BREST-LITOVSK: RUSSIAN DELEGATES BUYING GERMAN NEWSPAPERS.



TWO OF THE RUSSIAN DELEGATES: M. JOFFE (THEIR LEADER) AND M. KAMENEFF, ON THEIR WAY TO THE CONFERENCE.



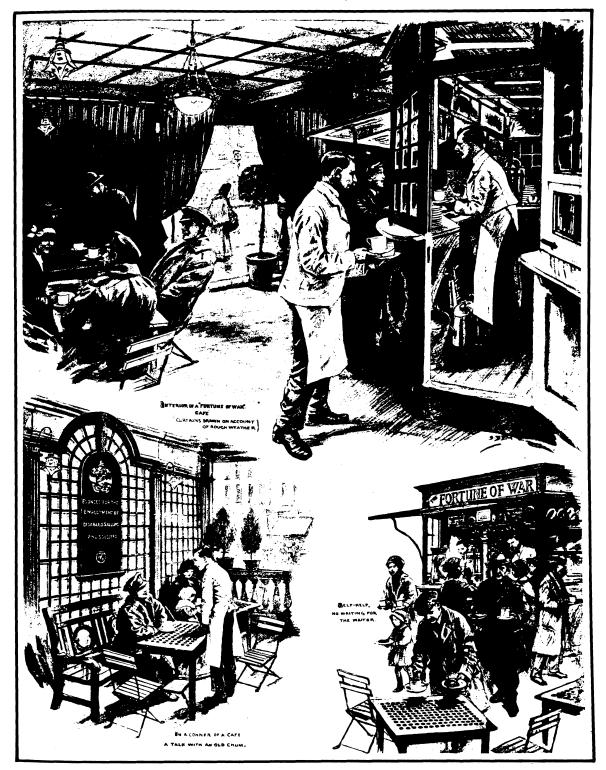
A "SCRAP OF PAPER" SIGNED AT BREST-LITOVSK: THE DOCUMENT AGREEING TO AN ARMISTICE.

"What do you expect from Brest-Litovsk?" was a question put to its readers recently by the Berlin "Lokalanzeiger." It elicited some interesting replies. Professor von Wilamowitz, the classical scholar, wrote: "My expectations are of such a kind that my anxiety about the future of the Fatherland rudely disturbs my sleep, at nights; this is the experience of many whose Fatherland is still Germany and not a Utopian Europe, or even a Utopian world." In the armistice document reproduced above, the signatures

on the right at the top are those of the Russian delegates — MM. A. Joffe and L. Kameneff, and Mme. A. Bitsenko. The signatures on the left (from the top downward) are those of Zeki Pasha (Turkey); Col. Gantschew (Bulgaria); four Austro-Hungrian delegates, including Major von Mirbach (second of the four); and six Germans, namely, Capt. Hey, Capt. Horn (Naval Officer), Capt. von Rosenberg, Staff-Major Brinckmans, Chief-of-Staff Hoffmann, and Prince Leopold of Bavaria, Commander-in-Chief.

## A BOON TO DISABLED MEN AND THE PUBLIC: OPEN-AIR CAFÉS.

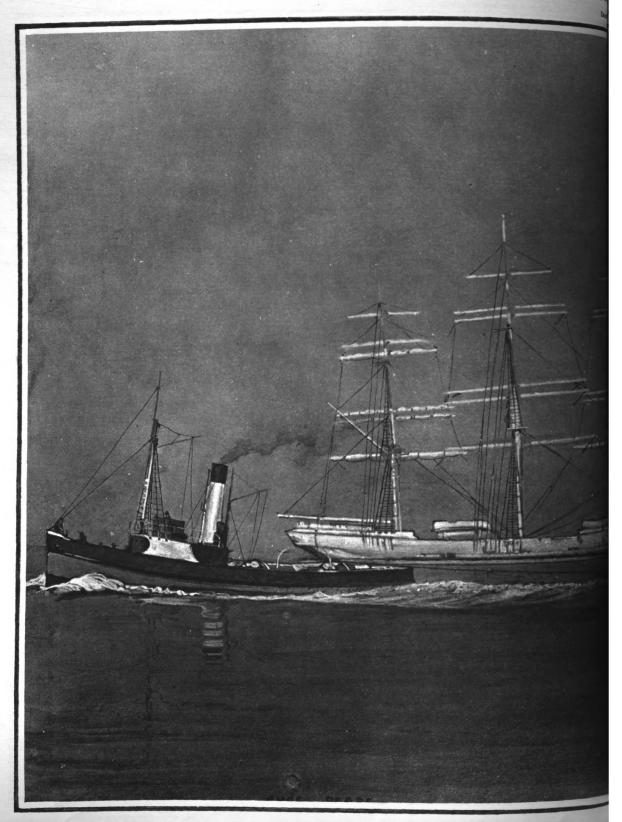
DRAWN BY OUR SPECIAL ARTIST, S. BEGG.



PROVIDING EMPLOYMENT FOR DISABLED SAILORS AND SOLDIERS: ONE OF THE NEW "FORTUNE OF WAR" CAFÉS.

It was a stroke of genius on the part of Lieut J. E. Latham (an invalided officer of the South Staffordshire Territorials) to found the "Fortune of War" Cafes, which are springing up rapidly in London and will probably take root elsewhere. They provide congenial and well-paid employment to disabled men, and also supply that "long-fast want" in London-open-air cafes on Continental lines. The first "Fortune of War" cafe began in Kilburn, and was followed by cafes in Hackney, Aldgate, and Edgware Road. The scheme is run

## EIGHT AND A-HALF THOUSAND TONS OF STO

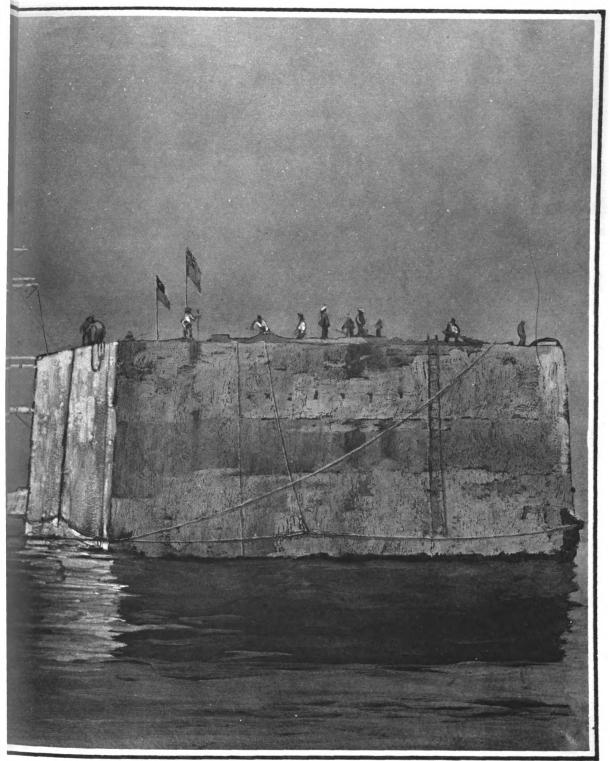


## ILLUSTRATING THE POSSIBILITIES OF CONCRETE FOR SHIP-BUILDING: ONE OF THE H

One of the finest feats of engineering on record has recently been accomplished by a British firm at Valparaiso, where a new breakwater is being constructed under great natural difficult of the control of the control

## LOAT! A GREAT BRITISH ENGINEERING FEAT.

s Pears, R.O.L.



## LLOW MONOLITHS FOR A NEW BREAKWATER AT VALPARAISO TOWED INTO POSITION.

ik in position, the top of it emerges 3 ft. 3 in. above the surface of the water. We may add that the firm carrying out this wonderful engineering work is that of Messrs. Pearson and is, Ltd. The huge dimensions of the floating stone are indicated by the relative size of the men on top, and that of the tug towing it and the other vessel passing. The subject is 0 of interest in connection with recent suggestions as to the possibilities of concrete in ship-building.—[Drawing Copyrighted in the United States and Canada.]

## WITH THE W.A.A.C.'S: LEADERS AND TYPES OF THE NEW FORCE.

CAMBRA-PORTRAITS BY HOPPE



The Women's Army Auxiliary Corps, commonly called the W.A.A.C.'s, has been on active service for some time now. It was formed with the object of substituting women for soldiers in certain employments at home, at the Bases, and on the lines of communication overseas. The W.A.A.C.'s do the work of cooks, librarians, orderlies, shoemakers, clerks, storemen and quartermasters' storemen, accountants, shorthand-typists, waitresses,

domestics, messengers, bakers, motor-drivers, telephonists, and so on. All wear khaki uniform. When on service, they live in hostels, except certain of those employed with local units. The officers are divided into: Chiel Controller; Deputy Chief Controllers Section Controllers; Assistant Section Controllers; Area Controllers; Unit Administrators; Deputy Administrators; and Assistant Administrators.

## WITH THE "WRENS": LEADERS AND TYPES OF THE NEW FORCE.

CAMERA-PORTRAITS BY HOPPE.

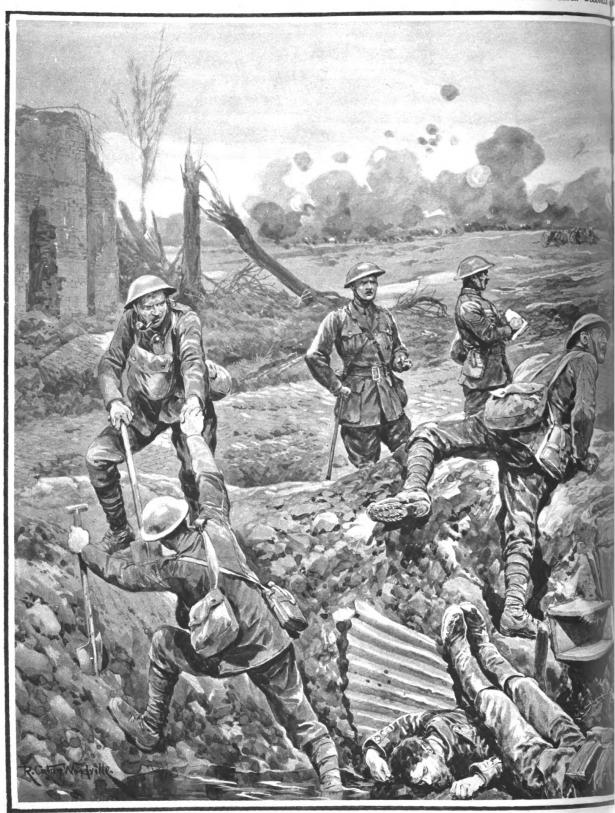


The Admiralty have established the Women's Royal Naval Service, commonly called the "Wrens," to relieve men of certain shore duties connected with the Royal Navy. Dame Katharine Furse, formerly Commandant of the V.A.D., is Director of the new service, and responsible, under the Second Sea Lord, for its organisation and administration. Miss Crowdy is second in command. She, too, worked with the V.A.D. before taking up her

new work. With regard to the uniform of the petty officers, it may be noted that the "Wren" motor-drivers to the Admiralty wear the same uniform; but with black naval buttons, instead of brass. The personnet of the officers is distinctly interesting. For instance, to name but one case, Mrs. Wallace, Deputy Assistant Director of Training, is a sculptor, a pupil of Rodin.

## WARRIORS OF THE PICK AND SPADE: ROAD-MAKE

DRAWN BY R. CATON WOODVILLE



NOT FAR BEHIND THE BARRAGE IN A BRITISH ADVANCE: A LABOUR COMPANY (

Unlike the coloured units of the Army Labour Corps, which are not sent into the danger-zone, the British companies of the Corps often go close up to the front line, under fire, and are subjected to many hardships and perils. Their work is extremely valuable, and they are always ready to tackle a stiff task cheerfully, especially if it is going to help the fighting troops. This is the more to their credit, as they are men either above military age or otherwise-classed as unfit for general service. Great praise is due to their officers, who perform arduous and monotonous, as well as dangerous, duties without any of the thrills that inspires men invancion. The Labour Companies have an imment

N NEWS, JAN. 26, 1918.—109

## FOR THE GUNS IN THE WAKE OF THE INFANTRY.

TERIAL SUPPLIED BY AN EYE-WITNESS.

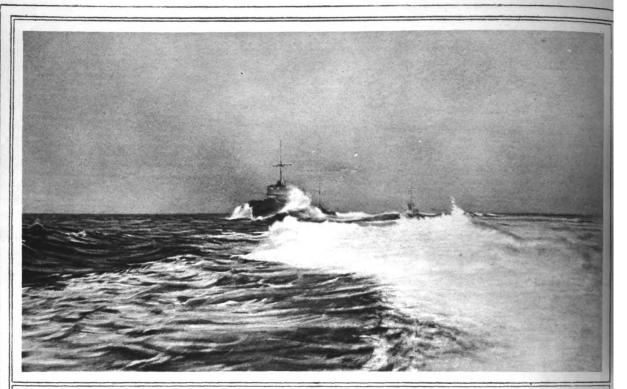


## THE LABOUR CORPS FOLLOWING THE INFANTRY TO MAKE A ROAD FOR THE GUNS.

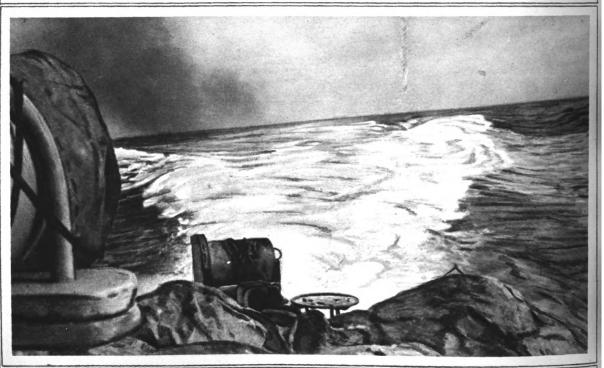
amount of work to do in accumulating supplies of stores and ammunition, plant and material, and in making and repairing roads and building light railways, so that guns may be moved up with all speed behind the advancing infantry. Our drawing illustrates such an occasion. In the background is the smoke of the British barrage before the advancing troops.

In the foreground are men of a Labour Company following up over a captured German trench. Their platoon-commander is seen standing on the left at the back, with an N.C.O. just to the right of him. As seen on the figures in the right foreground, the men carry gas-masks.—[Drawing Copyrighted in the United States and Canada.]

## A BRITISH DESTROYER DIVISION A



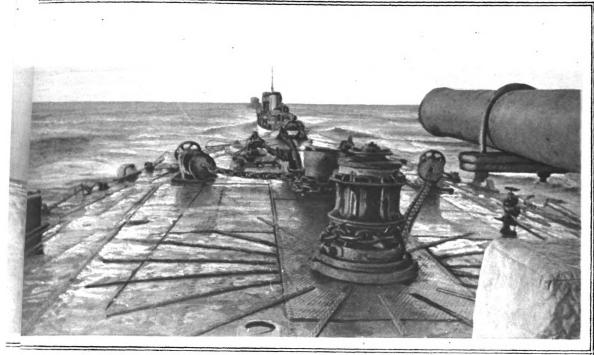
DESTROYERS GOING THEIR FASTEST IN LINE-AHEAD: THE SECOND SHIP FOLLOWING IN LINE EXACTLY IN THE WAKE
OF THE LEADER,



A TUMBLING TURMOIL OF FOAM AS THE WATER RACING PAST THE SWIFTLY MOVING HULL MEETS THE WAKE CHURNED UP BY THE PROPELLERS: LOOKING DOWN FROM QUITE CLOSE,

The white streaks from the foaming bow-wave and wake of tumbling, broken water that a high-speed ship like a destroyer causes on the surface often give one of the first indications of such a vessel's presence thereabouts to other ships at a distance—by night even more than by day. Out at sea on this side of the Atlantic, in the Channel and the North Sea, the streak of white foam shows up at night from often quite a way off. The glint it gives can, in many cases, be picked out by a searchlight as it tails out along the dark surface of the sea at night, before the low-lying black hull of the destroyer herself can be detected. In the Mediterranean and in tropical seas after dark, the churned-up water astern of a ship

## ZED: BOW-WAVE AND WAKE EFFECTS.



THE WHITE BELT OF FOAMING WATER IN A DESTROYER'S WAKE WHEN GOING FAST: LOOKING ASTERN FROM A SHIP CLEARED FOR ACTION.

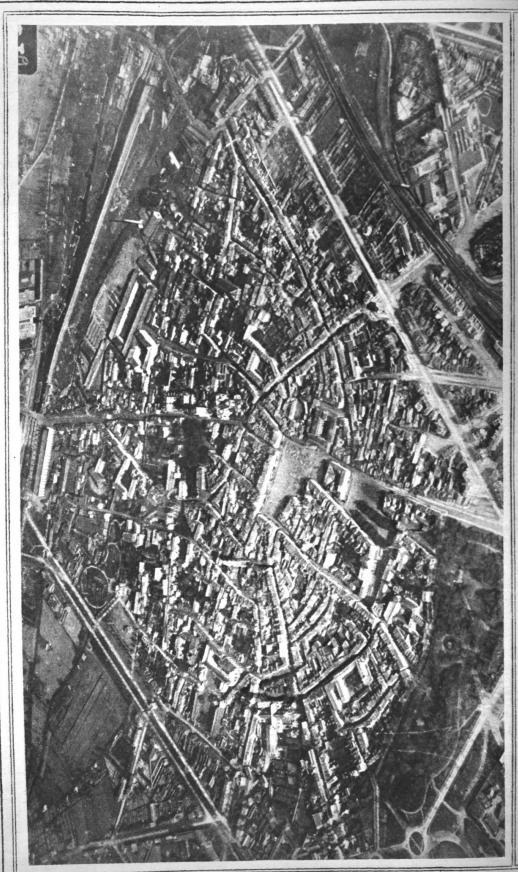


A 30-KNOT BOW-WAVE: THE WAVE-RIDGE FORMED ACROSS THE SURFACE AT EITHER SIDE OF THE BOWS OF A DESTROYER HEADING THROUGH A SLIGHT SEA AT 30 KNOTS.

with a bright phosphorescent gleam that is plainly visible at considerable distances. The illustrations show how plainly defined the course of a destroyer, or flotilla of destroyers, when the sea is smooth, and in daylight. The division of destroyers, from the deck of one of which the photographs were taken, are proceeding in the usual cruising within following one another in line-ahead. Each vessel, that is, maintains its course exactly on the line taken by her next ahead, by, roughly speaking, keeping the funnels of the ahead aligned as one—the duty of the officer on watch on the bridge.

# CAPTURED GERMAN PHOTOGRAPH. 4 CAMBRAI AS SEEN FROM THE AIR:

HOTOGRAPH SUPPLIED BY TUPICAL.



HOTOGRAPHED FROM A GERMAN AEROPLANE: THE TOWN OF CAMBRAI AS SEEN FROM A HEIGHT OF 2000 FT.

he battle of Cambral opened on November 20, and the German counter-offensive began ten days later. The above photog s of particular interest, as it was taken by a German airman, flying over the town in an aeroplane at a helight of about 200

The photograph subsequently fell into British hands. In contrast to that of Passchendaele, shown on another

# CAPTURED GERMAN PHOTOGRAPH. ∢ PASSCHENDAELE SEEN FROM THE AIR:

PHOTOGRAPH SUPPLIED BY TOPICAL



"At 6 a.m. on November 6," says Sir Douglas Haig in his recently published despatch, "Canadian troops renewed their attack and captured the village of Passchendesle, together with the high ground immediately to the north and north-west. Sharp fighting

As this captured German air-photograph took place for the possession of 'pill-boxes' in the northern end of the village." shows, the village had been reduced to ruins by bombardment.







### SCIENCE JOTTINGS.

WAR-WORK AND THE NATURAL HISTORY MUSEUM.

FROM recent events it is clear that the functions of the British Museum of Natural History are far from being generally understood, even by high officials of the Government from whom we might have expected some insight. These functions certainly do not begin—and end—with serving as a source of

to our crops at home and in our colonies, and to the material of which our dirigibles and aeroplanes are constructed.

The Geological Department has been able to assist the military authorities in Cyprus over the water-supply, and has helped mining engineers seeking for most necessary potash salts in hitherto unworked regions.

e of in hitherto unworked regions.

ON THE WESTERN FRONT: CLEARING AWAY MUD.-{British Official Photograph.}

"innocent amusement" for the public. It is evident that unless it can be shown that this institution is of some "practical" use in the furtherance of the colossal struggle in which we are engaged, and which is demanding all our energies, it must consent, formally, to a suspension of its activities, and in doing so it must sign its own death-warrant. For any attempt to remove its vast stores of treasures, under a period to be measured only in years, would result in irretrievable ruin.

But, happily for the nation, the Museum can easily stand the strain of this by no means justifiable test of "fitness" to survive. Since the war began, though the staff has been seriously depleted by the absence of many members on active service with the naval or military forces, it has not only furnished information urgently needed by the Navy, Army, and numerous civilian departments concerned solely with the prosecution of the war, but has also conducted researches of vital importance to the success of our cause.

During our first winter campaign, it will be remembered, frost-bite became a very serious menace to the health of our troops. To combat this, information was desired by the Army Medical Department as to the qualities of a certain animal oil. The Museum was asked to supply this information to enable immediate action to be taken As a result, a large shipment was sent to France within forty-eight hours of the interview at the Museum; thereby thousands of men were saved much suffering, and were, furthermore, kept "fit."

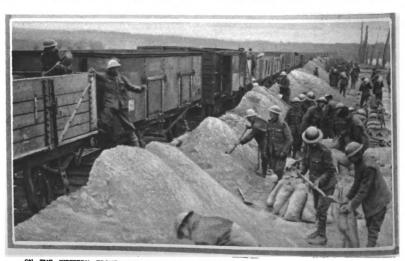
Information is constantly being furnished as to the best means of stamping out insect pests and minute protozoa, which would otherwise spread disease and death among our men—not only in France, but throughout our far-flung battle line. Material help has been given in regard to pests causing damage to our horses and their fodder at the front.

The collections of human skeletons have been used by Army surgeons and by Army hospital nurses for the furtherance of their beneficent work; and the exhibition galleries have furnished invaluable information on such subjects as "camouflage" and the fly-campaign, members of the staff acting as lecturers to parties of men, either home on leave or sent home for the purpose of receiving instruction.

Besides these activities, hundreds of wounded men from our hospitals have been taken round the galleries in parties by members of the staff. Some of these, in their country's cause, had lost the most precious of their possessions—sight—and had to be taken to the study-collections, where specimens specially selected were set out for them and explained by members of the staff.

Not until the war is over can all that the Museum has done be made public; but enough has surely been said to show that the "commandering" of the Museum and the suppression of its activities would be about as sane a proceeding as would the dismantling of Woolwich Arsenal to provide housing for the Army Pay Department. The Museum is doing "war work" of a very real character, and this must cease the moment its collections become inaccessible.

But, apart from all these activities, the Natural History Museum—in common with the parent institution at Bloomsbury—fulfils other functions, less obvious, perhaps, but of even greater value. It is the treasure-house of at least one side of the nation's spiritual inspiration. The mysteries of the past, the present, and the future are stored here. Here is the material which will enable us to rise to higher things by striving to understand the nature of Life—and, therefore, to know ourselves. This, and this only, should suffice to justify the behest of the Press, which came so splendidly to the rescue, "Hands off the Museum!" The war will not last for ever; and The war will not last for ever; and when it is over we must see to it that Science—not merely as the "milch-cow" of Commerce, but Science for its own sake, for the sake of the insight it reveals of the mysteries of this universe and of our own frail and complex natures—is accorded an honoured place in our schemes of education. All our plans for social reform and general betterment must be inspired by scientific conceptions. We have lived too long in the fools' paradise found in the fields of the classics. We have fed generations of our best men on the crude conceptions of bygone ages. If we are to hold our own among the nations, if we are to grasp the real meaning of "culture," we must train the rising generations, whatever their station in life, to see not "men as trees, walking," but "every man clearly."
We must "consider the lilies, how they grow." For nigh on two thousand years we have ignored that advice. It is not too late to begin, even now. And that way lies our salvation. W. P. PYCRAFT.



ON THE WESTERN FRONT: UNLOADING SAND AND CEMENT FOR TRENCH-MAKING FROM A TRAIN.

British Official Photograph.

## PHOTOGRAPHED FROM A GERMAN AEROPLANE: TANKS AT CAMBRAI.

PHOTOGRAPH SUPPLIED BY TOPICAL.



The British offensive near Cambrai, it may be recalled, opened on November 20 last, and resulted in a victory and large captures of prisoners. The Tanks played a great part in the battle, their surprise attack taking the place of the preliminary bombardment previously employed, as a means of breaking through the enemy's wire and opening a

ather special transfer and the second transfer and the second transfer and the second transfer and transfer a

path for our infantry advance. It was the first time the Tanks had operated in such force and had been assigned so important a rôle, and they achieved a triumph. The above photograph, showing four of them in action during the battle, is of especial interest, as it was taken by a German airman and afterwards captured.

### THE ROMANCE OF THE BRITISH RED CROSS.

BRING out your vanities!" was the cry of Fra Girolamo Savonarola in "Romola," but it was a cry of political and social zeal rather than a call to purely charitable effort, as it is to-day. But the cry has echoed down the centuries until now it rings through the land on behalf of one of the greatest and most beneficent works of true benevolence that has ever been known—the un-

wearying and ubiquitous work of the Red Cross. The war, so unprecedented in its area and in its terrible outcome mutilation, wounds worse, in their way, than death, and sicknesses almost as tragic as the end of all, has made demands upon the British Red Cross Society and Order of St. John of Jerusalem that are without precedent, the war itself is without precedent; and every effort to help it to fulfil its self-imposed and world-wide duty deserves the most cordial and energetic assistance.

Such assistance is, happily, forthcoming in many directions and in many forms, for a Society which is doing noble work at a cost of nearly \$10,000 a day, needs, and, happily, obtains, help from every possible quarter, and in every

possible way.

Of the many methods of raising funds for this noble work, not one has been happier or proved more successful than that of echoing the old-world cry of the fifteenth century preacher, and our "vanities" could not be offered in a better cause. Happily, the response to the appeal made for the coming Sale at Christie's is meeting with a prompt and generous reply. In many mansions and homes collectors have spent years, or even generations, in getting together exquisite works of art in many forms, of literary treasures, of curios, of autographs, and other intimate things associated with famous personalities of the past, and silver and gold treasures which have a as well as being things of such beauty that they 'a joy for ever," whose "loveliness increases." But, at the call of this beneficent Society, whose roll of good deeds would read like a fairy tale were it not that every

locked away in safe or strong-room, and often in boxes deposited with bankers, and seldom seen or used by the owners, but which could be the means of bringing support and comfort to many of those who are standing in the fore-front of the battle for their country's honour.' is also true that, as Mr. Morse points out

the demand for such treasures is so great that they bring in prices which a short time back

would have been considered impossible. The beauty of the three gifts of patriotism and benemany others of interest, of which we suggests a romance in a necklace originally given by Beau Brum-mell to Lady Ethel Manners, daughter of the fifth Duke of Portland, and now given for this good cause by the Countess Dowager of Bradford. Other interesting and artistic gifts include a Puritan spoon of 1662, and a Roman fourth - century spoon, part of a singularly interesting collec-

which we illustrate, deare characteristic of these offerings at the shrine ficence : and there are equal may instance one which itself-nothing less than tion, and a delightful Georgian tea-urn, mutely eloquent of bewigged

monstrates the grace and charm of form which

(1) ONE OF A PAIR OF LOUIS XV. ORMOLU CANDLE-STICKS (PRESENTED BY MR. S. J. ASCHER).

(3) A SILVER-GILT ELIZABETHAN CHALICE WITH COVER

PRESENTED FOR THE RED CROSS SALE AT CHRISTIE'S.

one of them is open to the world, they are being offered up.

In a letter to the Times, Mr. Sydney Morse, in his capa-

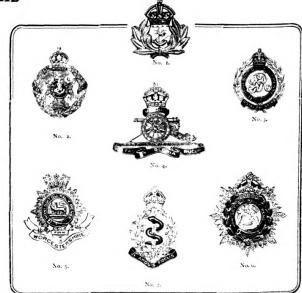
city of Chairman of the Silver Committee, asks the readers of that journal to send to him, at 20, King Street, St. James's, S.W.1, not later than Feb. 14, some of their treasures of gold and silver, of precious stones, and works of art, beaux and powdered belies in the days when "tay" was a comparatively new thing in English drawingrooms; and a handsome rose-bowl tells of the days "when George was King." Seldom has a collector of catholic taste had so good an opportunity of at once adding to his treasures, and at the same time helping a most desirable cause.

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## Making the BEST of WAR FLOUR

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## by Elsie Mary Wright,

"Cordon Bleu" Medallist of the National Training School of Cookery; Domestic Editress "Everywoman's Weekly," etc., etc., and one of the best known cookery experts in London.

YOU and your family need worry no more about the unaccustomed "war flour" we are getting now-a-days. You can buy, at your grocer's, a preparation which in the words of one of the best-known cookery experts in London "completely solves" war flour troubles. And this wonderful preparation will also save you at least eightpence in the shilling on your eggs—a 7d. tin is equal to 21 eggs—three a penny!

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HY not get a few 1½d. packets (or a 7d. tin) from your grocer to-day, and let Goodall's Egg Powder begin to make war flour acceptable (and save you money) in your home? Instead of using three eggs in that favourite cake of yours, use one egg only and one packet of Goodall's Egg Powder—the cost will then be 4½d. instead of 9d.,—the cake's flavour, and appearance, and everything else will be perfect—AND you'll have saved 4½d.

11d. packets; large 7d. and 1/2 tins.

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## GONG

## LADIES' PAGE.

LADIES' PAGE.

It has taken just half a century of effort to get sex removed from the disqualifications for citizenship. Fifty completed years precisely have passed since John Stuart Mill first challenged a vote of the House of Common on the equal right of women to the franchise. From that date to the present, women have carried on an unceasing propaganda in favour of the equality of their sex in representation as well as in taxpaying and obedience to the laws made by Parliament. In the meantime, many things bearing on the subject have happened. The Married Women's Property Act was an important step. Several of the States of the American Union have fully enfranchised their female citizens, beginning with Wyoming in 1870, and now including wealthy and leading States such as Colorado and California; and in every case the change has proved able to gain the approval of the leading men and of the people as a whole. Then our own Australasian colonies followed suit, beginning with New Zealand in 1894, and culminating in the Confederation of Australia in 1906, and just recently a part of Canada. The admission of women to higher education, and the brilliant success many of them gained in abstruse subjects, such as mathematics, is another notable fact that has helped in changing opinion. But finally, of course, the part taken by women in this terrible war is the immediate reason for the general agreement now expressed that we ought to be recognised as citzens sharing in the corporate life of the nation. As the Archbishop of Canterbury said, in the House of Lords debate, the vote is not being given as a reward for the work done by womenfor it is not a privilege so much as a trust to fulfil—but as a recognition of the ability and devotion that they have shown and that have proved them to be a valuable portion of the nation's forces.

of the nation's forces.

The Lord Chancellor, opposing the enfranchisement, suggested that women voters will be more ready than men to make "an inconclusive and hasty peace, throwing away all for which we had fought." As George Eliot said wittilly, "Prophecy is the most grantitions form of error," and any assumptions as to what women will do with the vote are necessarily of that order. But, as the old herbalists believed that the bane and the antidote always grew near one another, the next page of the Times to that recording Lord Loreburn's prophecy bore its contradiction, in the record from Canada as to the recent election there in which the one and only question was conscription—"the appeal for reinforcements for the Canadian army." We are told by the impartial Times correspondent that "possibly 400,000 women voted, of whom at least 70 per cent. cast their ballot for the Union candidates. The appeal to support the men in the trenches was very influential with the women. They were better organised than the men voters, and their speakers were very effective." Nor did it, in fact, need this last-hour proof that women are willing to give the sacrifices necessary in a righteous and defensive war, for every one of the splendid New Zealand boys whom



A GRACEFUL EVENING DRESS This is made of pink mousseline-de-soie; the bodice being embroidered with pearls, as are the long Ninon sleeves.

we have seen in our midst was brought up by a voting mother, and, when the need of the Empire arose, those mothers not only voted their money, but gave their darling sons to the war in a manner that alone should have defended, women from Lord Loreburn's imputation. New Zealand was the first of our Colonies, before the war, to vote the cost of a battle-ship to the Imperial Navy, and in the war her contributions have been exceptional.

Nevertheless, I fully believe and devoutly hope that women in the future will be a powerful factor in preventing wicked war and promoting kind peace. It is inherent in the nature of man, the male, to fight; for in the wild and animal state of human history (and, alas! so far it is littledifferent!) it was his constant obligation, and the family for which the father would not or could not fight was doomed to destruction. Equally, it is in the nature of woman as the mother rather to seek peace and to avoid danger for her little ones, and for herself as their guardian, if possible, by wise foresight in arranging their condition of life, or by strategy, avoiding, not daring, peril for the sake of the helpless young. But for the same reason it is the nature of woman to adore courage in man, that his stem duty may be fulfilled thereby. Shakespeare, who knew everything, truly declares: "There is no love-broker in the world can more prevail in man's commendation with woman than report of valour." (See also, passim, the explanation of the adoring mother of Coriolanus as to why she sent her son to war.) The love of peace and order predominatinc in women's minds, then, will make them a powerful influence for devising arrangements and making agreement and fulfilling treaties that will prevent aggressive and wicked wars; but in that there will not be any lack of patriotism, or of admiration for the noble soldierly qualities when necessity arises, for the two states of mind—wish Admiral Maxes thought so inconsistent, "Women hate war but adore the soldier"—are quite compatible and reason-

Of course, the vote is now given on different terms from those on which we have always asked for it. Our clam has always been "Votes for women on the same qualification as they are given to men." I still believe that this would have been a much better basis. It would have enfranchised all women paying taxes on their own account, who would have been mainly single or widowed, but including some married women in business or owning property; but the whole number would have been far less than will come in by the present arrangement. The absurd restriction of women's votes to persons over thirty years of age would alwo not have had to be devised, as the only scheme for somewhat lessening the flood of new and inexperienced electors. However, the working men objected to the preponderance of propertied and well-educated women amongst those who would have been enfranchised "on the same terms as men"; and the present change, illogical as it is, at least removes being of the female sex from the list of disqualifications for voting, where it previously stood with lunacy, crime, pauperism, and childishness.—Filomena. Of course, the vote is now given on different terms from

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### LITERATURE.

"A Second Diary of the donosolation for the miseries of the present time that the spirit of Samuel Peps should be reincarnate in the person of his now almost equally great and famous descendant, Samuel Peps jun. From the moment when we first observed that gentleman's lively scriptures in the pages of Truth it became evident that this distracted age had not miseral its above.

had not missed its abstract had not missed its abstract and brief chronicle. The publication of the first collected volume of the new Diary was a literary event which set the Town collected volume of the new Diary was a literary event which set the Town agog, and amply justified the profane but shrewd prophecy of the younger Mr. Pepys's friend, Sir Moses Levison, that he would be d—d if there was not money in it. From the second volume, now issued from the Bodley Head, it is clear that Sir Moses is in no danger of eternal perdition (on that score, at least), for Mr. Pepys prates almost in-decently of the fabulous sums which he receives periodically from good Mr. Lane. Whereon he has our hearty congratulations. The Diarist has again caught most happily the engaging mannerisms of the late Samuel, his ancestor, whom he resembles in many ways. He is up to all the esoteric gossip of Town; he is devout (with an object) and genially selfish; he knows Court and Parliamentary circles; he rules Mrs. Pepys, "the wretch," with a strong hand; and he lets his eyes stray towards other pretty women. He is, however, a better husband than Samuel sen, and, if he does indulge in cryptograms, the scandal is not of his own making. There are no passages, in French, retailing prospective or retrospective felicities. For which let S. P. jun have due honour. The character-drawing is strong. General Pirpleton, the strategist out of a job and dismal critic of our

Generals in the field, is known to every club. Mr. Pepys is still very busy at war-carpentry, making crutches for the wounded. Kations distress his soul. "I did make last night, and this morning gave my wife, a schedule of our fare for 7 days, observing my Lord Devonport's rules, and she to make tryall of it with cook, how it shall goe." He is inevitably a playgoer. "To his Majesty's house, where I had the greatest of pleasure in seeing again Miss Mary Anderson (Madame de Navarro, that is), and she

ON THE WESTERN FRONT: TANKS WAITING FOR THE URDER TO START TOWARDS THE GERMAN LINES Canadian War Records

plays for a soldiers' charity . . . being in naught changed, that I do perceive, but in her moving and posture as gracious as she was a young woman." Spiritualism he ridicules heartily. The book is, however, more than a clever skit. It is a trustworthy record of the war day by day, and of London sayings, doings, and feelings at the present time. "A Second Diary of the Great Warr" includes the period January 1016 to June 1017. We look eagerly for the next volume. The joke is nowise staled by repetition.

"On the Road to Kut."

Whatever the critics of the model to Kut."

of service upon the right kind of body and mag splendid. The typical British soldier can endurate in the most depressing situations, and hat pelfor anybody rather than for himself. "On the Road to Kut." (Hutelinsse by the officer who mask his identity under the norm de-plume "Black Tab," is not only a stirring account of the arriver and the stirring account of the arriver and a dozen other fine qualities. The writer, being sent at a critical juncture to buy mules in Persa, did not find himself with his beleaguered Division in Kut, but he contrives to show us why General Townshend's splendidefort ended in disaster. It "Black Tab" ventures to criticise, he is at least concise: "The expedition to Baghdad is typical of English methods in warfare; it seems to be one of the national character?

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## **PREMATURE**

OLD AGE.

PROF. FLEURY (of the Paris Faculty of Medicine) in the course of a communication to his colleagues described some of leagues described some of the symptoms of premature old age, viz: dyspepsia, constipation, lassitude, insomnia at hight and drowsiness during the day, numbness at the back of the neck, headache, cramp, obesity, heart trouble, sudden rise followed by rapid fall of temperature, kidney trouble, loss of memory, lack of determination in action and general want of tone, &c.

He stated that close investigation of such cases

He stated that close investigation of such cases had shown that in 165 out of 201 (i.e., 82 %) there was a marked excess of uric acid, this being quite sufficient to cause a man to look prematurely aged. Nevertheless it is consoling to know that this mischievous body poison can be easily and rapidly dissolved and eliminated by the powerful uric acid solvent called URODONAL. called URODONAL.

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## THE CHRONICLE OF THE CAR.

It looks as though everything was Be a Split? working towards a serious split in the councils of automobilism. Hitherto I have regarded all the talk we have heard from time to time about the lapses of the representative bodies and the

"NINE TIMES ROUND THE WORLD ": A BUICK RECORD

The Buick car shown here was the winner of the first prize in a remarkable contest. It has travelled over 262,000 miles, used 15,000 gallons of petrol, worn out some 200 tyres, and been driven by 25 different drivers—and it is estimated that the car is still good for another 100,000 miles.

disen by 25 different drivers—and it is entimated that the car is still good for an necessity for the foundation of other associations, as so much blown-off steam; but when I read that one of the leading automobile journals has given its blessing to the idea of another "representative" body, and when another issues a faming manifesto recounting the wrongs of the motorist, calling on him to rise in his wrath and smite the enemy, I begin to think that matters are getting serious. Undoubtedly, the body politic of motorism is in a bad state of health. Many people affect to think that this is because of the restrictions which the war has called into being on the one hand, and the neglect of their duties by the associations on the other. Therein I think they miss the main cause entirely. The "manifesto" I have mentioned informs the motorist to whom it is addressed that he has been "thrown like a bone to the masses"; that he has been shamefully abandoned to his fate by his associations; that he has been the victim of the broken word of the Government in the matter of the car and petrolicences, and in that of coal-gas; and a lot more of such pitiable grievances are recited which, if one were to take them seriously, would lead to the belief that it is all over with motoring. For my own part, I prefer to regard these uneasy outpourings as a sort of war hysteria from which their authors will recover in course of time and be sorry

they spoke. Still, they have a value of a kind in that they serve to indicate that the state of ill-health to which I have serve to indicate that the state of ill-health to which I have referred does exist, and that a remedy for it will have to be found. That remedy, I believe, will be found in a more statesmanlike outlook on the whole politics of motorism than has hitherto existed. We shall not get that better outlook as the result of the foundation of more new associations on the lines of the old ones which are alleged to have failed in their mission. Rather we shall get it from a closer co-ordination of the aims and work of the old bodies, and by a revision of the whole constitution of the body politic.

The "Motorist" and the Public.

full discussion of the whole problem, or I would endeavour to show wherein that constitutional revision of which I have spoken should or might consist. But as an indication of what I mean, let us take the word "motorist," a term which has outlived its original meaning and ought to be discarded in our own interests. Now, the manifesto already referred to alleges that there is a strong and

there is a strong and growing volume of public prejudice against the motor-car. I say there is nothing of the kind,

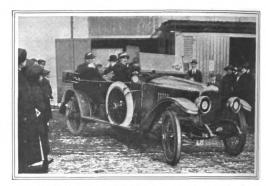
oo tyres, and been is nothing of the kind, the too, coo miles. as how could there be when we all—whether we are "motorists" or not—use the motor-car and depend upon it for the transport of everything we use, when we all realise that without the car we could all realise that without the car we could not carry on the war, and that out of the car has been evolved the Tank? Certainly there is a great deal of prejudice in the public mind—a prejudice which, for purposes of its own, has been fostered by a section of the Press which really ought to know better. But that prejudice is not against the motorar, but against the "motorist"; and by that term the uninstructed public understands that selfish type of carowner who uses his vehicle solely for purposes of pleasure, who has unparticitically consumed essential petrol for "weekending" and race-going, and who care nothing for any interest save his own ending " and race-going, and who cares nothing for any interest save his own-

who would use the last gallon of petrol in the country to take him to Brighton, though we lost the war as a consequence. Of course, the type does not exist—or, if it does, exists in such small

numbers as to be absolutely negligible; but in some respects the public memory is long, and, having been branded as a hog in the early days of the movement, a beet the genus motorist remains to-day so far as the mass of the public which gives the matter a thought is concerned. What we want, then, is to pay more attention to encerned less to the "motorist," since the greater includes the les, and in securing the future of the one we automatically benefit the other. We have the means of reorganisation to our hands, in the shape of the General Council of Motoring, if we have the sense to adopt it. What is wanted is breadth of vision and powerful direction. We shall certainly get neither as long as those who assist to formulate and guide motoring opinion remain at cross-purposes and insist on grinding their own axes in preference to working whole-heartedly for the general good.

New Brisbane-Sydney Record.

A cablegram received on Dec. 27 further long-distance record to the credit of the Vauxhall car. Driving a 1914 25-h.p. Vaushall, Mr. Boyd Edkins accomplished the journey from Brisbane to Sydney (650 miles) in 16 hrs. 3 mins. This is 3½ hours faster than the previous record, and 40 minutes less than



OF SERVICE IN THE FOOD ECONOMY CAMPAIGN: A VAUXHALL CAR

This photograph shows Sir Arthur Yapp busily organising his food economy campaign, and using a 25-hp. Vauxhall staff service car. He is seen leaving Messrs. Waring's great war factory after addressing thousands of the employis. The Vauxhall works are engaged on the manufacture a 25-hp. Valuxiall staff service car. He is seen leaving access, realing a great war addressing thousands of the employés. The Vauxhall works are engaged on the manufacture of cars for the Government to the full extent of their productive capacity.—[Photograph by Topical]

the time taken by the fastest train running between the two capitals. Mr. Edkins was at the wheel the whole time. W. W.

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## By KATHRYN B. FIRMIN.

I was deeply humiliated by seemed to steadily increase as at I grew older, and I reannot fi glad I felt and what a terrible mind when I finally realised that disappeared for ever. Before achieving this happy result I had tried many advertised that fifthey removed the hair at all, it was for a short time only, and the hairs soon reappeared - stronger and thicker than ever. Even the electric needle was tried upon my skin, and I result to the strength of the st

secret from the past. At last
me efforts were crowned with
success, for I discovered a
success, for I discovered
s



My skind white super-

NOTE.—The discovery of Mme. Firmin is unquestionably a marvel one blessing to all women suffering from the huntilating affliction, and we strongly advice craders to write at once to 1stl. particulars regarding her secre



# Sound Sleep

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## Strops Itself as well as a Barber could strop it

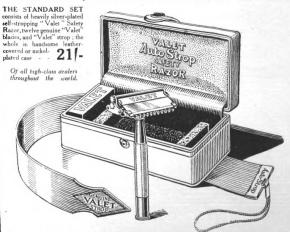
Perhaps on some occasion you have come across a barber who has given you shave of a lifetime "close, velvety a razor touch that was almost a caress.

If so, it was because he was an exceptionally good stropper, and therefore had an exceptionally keen blade to shave with,

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will give you every morning just this kind of shave, because the blade meets the strop at the very angle and with the very pressure which will give the keenest shaving edge. Moreover, one blade will last for months, or even years. You will feel that in using the "Valet" AutoStrop you are combining the greatest shaving luxury with the strictest war economy.

It is impossible for any razor to shave properly unless the edge is renewed by stropping every time; so the razor which can be most conveniently and readily stropped is the one which is needed by the man with a real beard on his face.



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## NEW NOVELS.

"The Head of the Family." and her familiarity with Lewes and the Family." and her familiarity with Lewes and its surroundings, give a charm to the setting of "The Head of the Family" (Methuen). The sleepy life of the country town, the smell of country roads and pastures, come through to the English reader with a tug at heartstrings. And yet there is something alien in her book. It emanates, we think, from the people she conjures up, who are surely less the compound of her knowledge of Sussex folk than the children of a vixid and imaginative brain not always in touch with humdrum reality. The position of the Family may be accepted, perhaps. But Beausire Fillery and Phoebe-Louisa Bleach are strange, weird women. The root of conservatism of their kind is not for them. Take it how you will, they are revolutionaries from the country way, and we do not believe Lewes would have been so little stirred by their

extraordinary vagaries. They both loved the same man, William Linkhorn, red-bearded rustic. On his account, they hated each other, and were drawn to each other. . . . In the end, Beausire's love for William, hitherto a flame In the end, Beausire's love for William, hitherto a flame burning fiercely in the very depths of her being, goes out like the snuff of a candle, and forthwith she loves and marries another man. Is this life? We doubt it. Her heart had been harried, and she was no longer young; the volte face does not convince us. It will be seen that some, at least, of the interest of Mrs. Dudeney's romance lies in the novel situations she intrudes into the affairs of her men and women.

"Mortallone and Sir A. Quiller-Couch and pirates Aunt Trinidad." are on excellent and long-standing terms with each other, and everyone will be glad to find them working together for the pleasure of the public, in "Mortallone and Aunt Trinidad" (Arrowsmith). It is seemly, too, that a Bristol publisher should have the handling of the new volume. Without even the exception of Wapping, the West Country is pre-eminent in its store of pirate yarns, and the port of Bristol knew, once upon a time, much more of roving gentlemen (very fine gentlemen, now and then) than it was discreet to bruit abroad. After a couple of hundred years, scandal and sensation distil into history, and we may take these two stories for a sidelight on the ways of certain ships in certain seas. Of the two name-stories, "Aunt Trinidad" makes the livelier reading. The parrot with the secret of hidden treasure at his beak is good; but the fortnightly reunion of the crones who were once the pirates' ladies, young, and fair, and loving, is a bold and captivating conception. Figure to yourself their tales of the light-comelight-go of plunder under blue skies, told again round a bowl of bishop in a cosy parlour. The delicious thrills of the boy who listens are communicated to the reader—even to the reader to whom bishop is no more than a glorious name. It is not to be doubted that there were such

tales to be heard, when lips unlocked, round about Quay Street in the eighteenth century. Sir Arthur Quiller-Couch revives their long-forgo:ten vigour, and gives a fresh filip to the romance of pirates.

It is greatly to the credit of the editor and publishers of Debrett's Peerage, Baronetage, Knightage, and Companionage (Dean and Son) that they have been able to pro-duce the new volume for 1918 so punctually, in view of all the difficulties and the large increase of alterations consequent upon the war. In the first place, as Mr. Arthur Hesilrige points out in his preface. "The



DOING USEFUL WORK FOR THE GOVERN. MENT : SIR CHARLES SYKES.

MENT: SIR CHARLES SYRES.

Sir Charles Sykes, who recently received the honour
of Knight Commander of the British Engire; an
Director of Wool Testile Production, and is reposible for the provision of khaki and other dokfor the British and Allied Armies. He is a Justice
of the Peace, a Vorkshireman, and a well-known
Freemason.

points out in his preface, "The struggle has left of the British and Allied Armies. He is a Justice of the Peace, a Yorkshireman, and a well-known throughout 'Debrett' by reason of the toll it has taken of those who have given their lives so heroically for their country." The Roll of Honour now comprises some 2000 names. The new "Debrett" maintains its reputation as a classic among books of reference.

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Photograph by C.N.

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WINTER SPORT DURING WINTER WAR: BRITISH ARTILLERY OFFICERS TOBOGGANING ON THE ITALIAN FRONT.

On the Italian front men off duty occasionally have opportunities of recreation in a form denied to their brothers-in-aums fig...ding on more level ground. Thus, some British artillery officers serving in Italy are seen enjoying a brief spell of winter sport during steering-gear. Clad in their goat-skin coats, they are indifferent to "spills."

## FLESH-FOOD SHORTAGE: WAYS TO REDUCE IT.

THE fact that over one million tons of food were produced last year in allotment gardens alone is a fine testimony to the zeal of our countrymen to do their "bit" in reducing the problem of foodshortage. It is now up to us to lessen the summon of the shortage of flesh-food. Though this presents certain difficulties, yet, if only some help be given the summon of the shortage and means, the problem is by means formidable.

Briefly, it presents two aspects—the selection of meats not in general demand, or such as are looked upon with disfavour by the less resolute among us from mere prejudice, and the production of meats furnished by our smaller domesticated live-stock.

In 1913 we imported nearly 22,000,000 eggs, and dead poultry to the number of 268,551. Of the latter, no fewer than 119,944 came from Russia; the rest from France, Austria-Hungary, the Netherlands, the United States, and other countries. We can look to Russia for no supplies this year; but we ought to be able, with but very little effort, to produce at least twice as much as we imported in 1913, having regard to what was done with allotment gardens last year. The Board of Agriculture is lending a hand in this immense amount can be done small-holders and by the well-to-do who have large

Poultry, pigeons, and rabbits can be produced in great numbers, if only the task is tackled with resolu-tion. Further, the numbers of those who can assist would be largely increased if farmers would consent,

EVERY branch of the Fighting Services now has

ally, has found its poetical voice, though the accents

in his (or her?) case are infrequent and hesitating

But it was disappointing to find that what seems to

a non-combatant the most inspiring of all warlike

activities—the traffic in the perilous sky of the flying man—hal not yet produced its laureate. Having ascended as a passenger in the far-off days of peace,

and heard in the first fighting year of the wonders of aerial warfare—great howitzer shells seen at the top

of their vast parabola, and the clouds seen from above

as still, white snow-fields and sun—I felt sure that what M. Rostand called "the blue laurel of the air"

must have been at once seized for his very own by

some aspiring soldier poet. But no such laureate could be discovered either in England or France or

Italy, and in sheer desperation I began making airverse myself—a sort of interim poetry which could be

used until the authentic stuff came along. My poor efforts were genially received by several R.F.C. critics, especially a composition in the eighteenth-century style of patriotic verse which praised British airmanship as a logical deduction from our long-descended searchware.

Then did the British airman's sea-born skill Teach wood and metal to foresee his will;

In every cog and joint his spirit stirred; The Thing possessed was man as well as bird.

for the valiant fighters in cloudland are now making

Cast all this paper-poetry into the fires of oblivion,

descended sea-power--

its poets. Even the Tank, cogitating umbilic-

at least for the duration of the war, to allow their labourers to keep fowls, rabbits, and, when possible, a pig. The Food Controller will doubtless see to it that there is every facility for feeding such stock in the matter of the necessary rations of suitable grain and meal. Even town-dwellers could take a hand.

If only for their milk, efforts should be made to increase our stock of goats, for few animals cost less to feed, and there is no reason why the flesh of this animal, at least when young, should not be eaten.

Those who can take no part in food-production of

this kind will, it is to be hoped, turn their attention to "war-meats." Venison, when it is in season, might be substituted for beef and mutton; and to this end it is to be hoped our deer-parks and forests will be regarded as far as possible as food reserves, and "farmed" accordingly. Whale-meat, at least in a fresh state, is out of the question—at least during the war, since these animals are only to be obtained far out at sea-- the haunt of the U-boat. When fresh, it is delicious; and it is most palatable when salted or canned. In the latter state, it may have been forgotten, much was sold in London from 1880-80 as "Norway-steak." Thousands of tons might be imported in the canned state from the whaling station in South Georgia if, as a "war-food," a sufficient number of people would undertake to buy it.

Wild rabbits are undoubtedly undesirable, in any numbers, where important crops are grown; but there are large areas of vaste land fit for nothing but "warrens"; and, besides these, use could be made of

### By W. P. PYCRAFT. 铂

some of the 5500 islands round our coasts for breeding places for this most toothsome animal.

Our "swanneries" and duck-decoys might well is

set to work again. By means of the latter, thousand set to work again. By means of the latter, thousand of birds are obtainable at small cost. But besides, there are many species of ducks, geese, and "shore-birds" obtainable with the punt-gun who, are really most excellent eating, though generally despised.

The eggs of many wild birds, such as gulls guillemots, to a small extent—for we could not hop to obtain more than two millions—might be used to relieve the present strain on the eggs of poultry, which could be used for increasing our breeding stock. But the use of plovers' eggs should be forbidden, for the birds are among the farmers' best friends, and the stock is already low.

Tons of freshwater "coarse" fishes are annually caught by anglers, and left to rot when the day catch is landed. This is sheer waste. On the Continent they find a ready market.

I have heard it suggested that we should utiliour "wild animals" as food. But how many of the 45,000,000 inhabitants of Great Britain would care to and rate? Save these, and a few wild birds, we have no wild animals other than those mentioned above available as food. Nor do we need them. We are be no means faced with famine, and with a little effort at increasing our domesticated stock we can at least ride the storm with no great sacrifice.

## THE BLUE LAUREL.

## 0

## By E. B. OSBORN.

their own war poetry! Even the homely parodies they delight in, joyous Bull-doggerel that it is, are worthy all the study stuff a mere literary gent could ever put on paper. The new "Excelsior," which His brow was glad; his eyes were bright Reflected in the starry light.

And as he staggered to his 'bus,

We heard him faintly murmur thus:

"KEEP FLYING!

and the new version of the old song of the dying Lancer wrapped in his tarpaulin jacket, in which the victim of a "crash" asks his friends to remove the fragments of machinery from various vital organs

And assemble the engine again . .

will always be recited and sung whenever veterans of the Great War meet in the far, bright years to come; and, as the centuries pass by, they will take on that beauty of memorial which is what really and truly

ps us in Border balladry.
But the R.F.C. and the R.N.A.S. (which now form single great Service, one and indivisible) have already their avowed art-poets. Captain Gilbert Frankau's "Eyes in the Air" is still, no doubt, the most resourceful, the most architectural, picture of the daily toil of the fighting 'planes. But this keen and original disciple of Kipling is a Gunner, and it is solely as servitors of the guns hidden far behind that he celebrates the pursuers and slayers of the droning, steely "doves of Germany---

Line-target-short or over-Come, plain as clock-hands run, Words from the birds that hover, Unblinded, tail to sun;
Words out of air to range them fair
From hawks that guide the gun!

Of the true flying poets, whose heart is all in the air, it seems to me a near thing between Lieutenan Paul Bewsher (R.N.A.S.) and Captain Gordon A'chin (R.F.C.). The former's poem of "The Dawn Patrol is a finely wrought, powerful though reticent, impression of the work of the air-sailor over the coastline, where he must watch for dangers by land and by sea as well as in his own element. And his "Night Raid " has the same quiet power, the same stilly is nificance, as it shows us the raided nocturnal or conscious suddenly of its peril-

I trace its quays, its roads, its squares, And all its intermingled ways, And as I wonder how it dares To flaunt itself- the city dies And in an utter darkness lies,

For I have terrified that town ablaze
With twinkling, jewelled lamps.

Captain Gordon Alchin gives us spacious, Manetlike pictures of the new theatre or hur an warlare, The high cloud-armies march magnificent

and meditates, in the grand style, on the price which has been paid-

That unborn men secure may ride at case. The labyrinthine channels of the breeze.

## WAR AND THE OCEANS.



### By ARCHIBALD HURD.

N APOLEON once declared war to be "the business of barbarians." However true that state-N ness of barbarians." However true that statement may be, the conduct of war calls for imagination in sailors, soldiers, and civilians behind the lines, for in a maritime State the closest co-operation between the three classes is essential. Where there is failure ashore to appreciate the work of the Navy, it is due to absence of imagination and such stuff as imagination can feed on. We speak of our command of the sea, but we have no aids to enable us to realise exactly what the phrase means—no convenient charts, or special correspondents' narratives, or (except inrequently) reports from officers commanding afloat. The impression prevails that somewhere in the Northern mists the Grand Fleet stands sentinel, Normern mists the Grand refer stands sentinel, challenging the main fleet of the enemy; and that there are patrol-ships. That ends the matter! How can we understand the extent and character of the work which the Navy is doing, since its silence is seldom broken, and most of us know little of the element in which it operates, though we live in an island and can never leave it except in a ship? That is the difficulty of landsmen.

If it were stated that the British Army commanded all the six continents—Europe, Asia, Africa, North America, South America, and Australia—at one and America, South America, and Australia—at one and the same time, we should regard the assertion as a piece of folly, realising that such a condition is an impossibility. Philip II. of Spain, Charlemagne, Napoleon, and other men, the masters of great and victorious armies, never had the whole of Europe

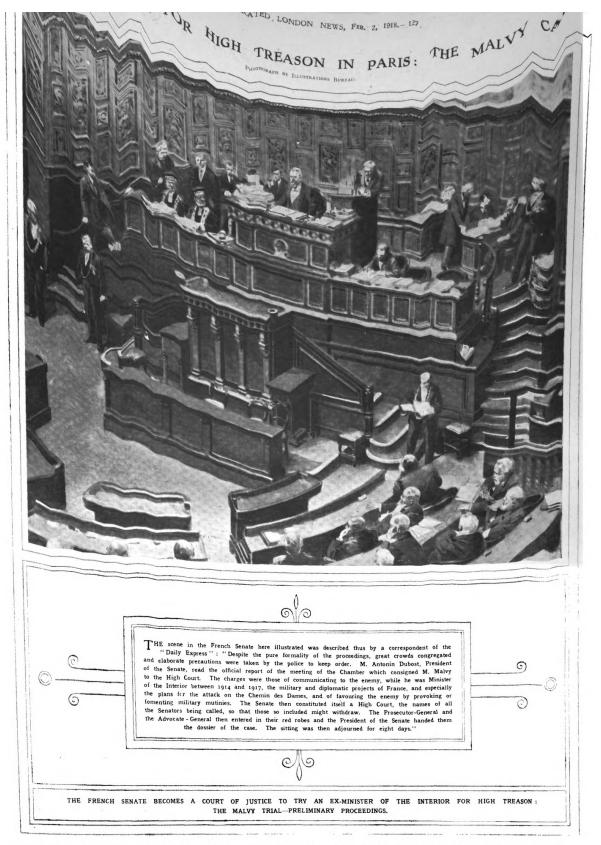
their sway. Their ambitions were always baulked at last—and by sea power. And yet only a little more than one quarter of the earth's surface is dry land, and all the rest is covered with water. There are six continents, and there are six oceans. No army has ever dominated a single one of the continents, relatively small in size though each is but at this moment, though nearly three-quarters of the globe is overswept with water, the British Fleet, assisted by the smaller navies of the Allies, controls that vast waste with such completeness that not for a day have what are described as the maritime communications been interrupted. Loses have been sustained, owing mainly to the illegal and inhuman operations of submarines; but the U-boat represents the one limitation on our freedom of movement.

That is a much more remarkable fact than is generally recognised. Steam has contracted distances, but it is an embarrassment to a nation which hold the seas and maintain good relations with its neighbours. Nelson never went to sea with less than three months' provisions and stores on board, and he liked to have sufficient for five months, the wind supplying motive power for his vessels. A modern ship is dependent on coal What that means may be illustrated by the short radius of action of a destroyerabout seventy-two hours only. Steam—or rather, the necessity of obtaining coal for generating it—ties down a squadron of battle-ships or cruisers or a flotilla of destroyers when acting against a desperate enemy conducting a war of evasion. A raider which breaks

out of the North Sea on a dark, squally night, disguised as a neutral merchantman, surmounts the fuel difficulty by living on her victims- taking coal stores, and provisions from the ships, belligerent of neutral, which she overhauls and sinks. marines, as opportunity offers, do the same But there are no cu my merchantmen at sea with coal supplies, and British sailors have to obey the Commandment "Thou shalt not steal," suffering under a handicap of which their predecessors knew nothing.

It is often forgotten that, while there is a gre

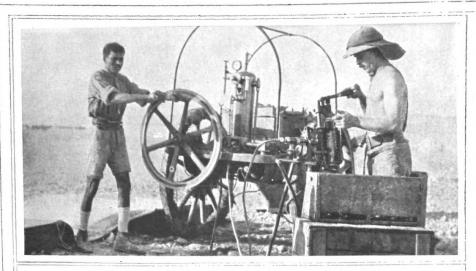
that, while there is a great concentration of naval force in the North Sea, there are squadrons always on duty in the outer seas standing ready to defend against surprise attack-British interests in the whole of the hydrosphere What no army has ever don in any one of the small t land masses, the British Navy is doing from day to day in the trackless oceans with an area of  $143.250.3^{\circ\circ}$ square miles. The Grand Fleet fills the grand role, but there are other fleets and squadrons—in the Mediterranean, the Red Sea, the Persian Gulf, the Indian Ocean, the China Sea, the vast Pacific, and the Atlantic. We could only hope to comprehend what the Navy is doing if charts could be consulted, show ing the distribution of the Empire, and also the wide dispersion of ocean-borne wealth on board merchant ships on any given day. But chart are not handy and we have to rely on our imaginations in order by understand the burden which rests on the comparatively small number of men-of-war which as suitable the same and the comparatively small number of men-of-war which are suitable for patrol work on the high seas.



M. Malvy, who was French Minister of the Interior from March 1914 until the end of August 1917, when he resigned, appeared on January 28 for the first time before the Senate, constituted as a High Court of Justice, on a charge of high treason. He had himself asked to be tried by the High Court to answer grave accusations made against him by M. Léon Daudet. The bar for the accused to stand at had been arranged by removing some rows of seats in the amphitheatre. The above photograph was taken during the preliminary proceedings, a week earlier, on January 21, when the Senate met

to constitute itself into a High Court. Describing it, the Paris paper, "Excelsior," in which it appeared, says: "After the introduction of the members of the public ministry, who took their places on the bench to the right of the President of the Senate (M. Antonin Dubost), he ordered the dessire to te handed to the Procureur-Genéral. Our photograph was taken at the moment when the President had just had the dossier handed to M. Mérillon, Procureur-Général, who is seen with M. Lombard, Avocat-Général, on his right. M. Cénac is hidden by the tribune." Another account of the scene is given above.

## IN THE FIELD WITH THE BRITISH ARMY



A "BELATI PANL," OR SODA-WATER MAKING MACHINE, IN CAMP: BOTTLING OFF THE DAILY RATION OF TWO SODAS ALLOWED TO ALL RANKS.



NECESSARY IN THE EAST, WHERE SUSPECT: CHLORINATING

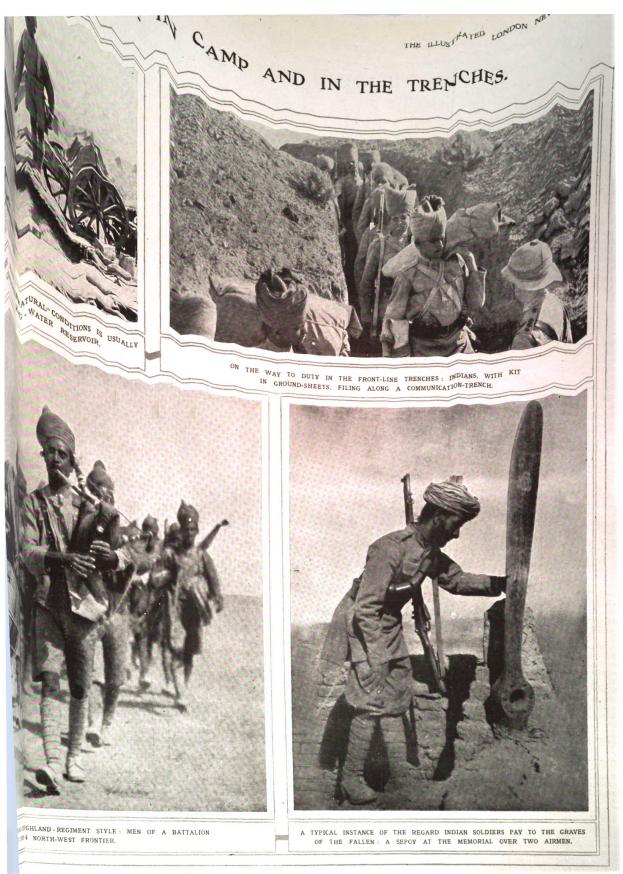


DURING A BOMBARDMENT OF THE TURKISH LINES NORTH OF BAGHDAD: A POSITION-GUN AT THE INSTANT OF FIRING.



MARCHING TO THE TRENCHES WITH BAG-PIPES OF HILLIMEN !

Aerated, or soda, water, a machine for making which is shown being worked in the first illustration, is an indispensable "luxury" that our soldiers in the East always thirst after. In cantonments every regiment has its soda-water plant—that the men may not favour the so-called native "soda-water" sold in the bazaars and sometimes made with water dangerous to A daily ration of two sodas per officer and man is issued in Mesopotamia in the dry season. "Belati pani" is the Hindustani name for soda-water which everybody uses—"English "European, water." "Belati" in its present war guise as "Blighty," is, of course, a familiar word to us all nowadays. In the second illustration is shown a necessary process on Cal



the Ea :—chlorinating the water to be used for drinking. The construction of the walls of the reservoir in sandy desert soil with waterproof canvas sheeting, weighted down along the speed edges with stones, may be noted. As to the fifth illustration, bag-pipes, fashioned usually on Highland regimental model, are in use in Ghurka corps and most corps in which there is a preponderance of hillmen from borderland districts. The sixth illustration, of a Sepoy before a memorial over the grave of two of our airmen, is a reminder of the veneration of skerns for the remains of the dead. The aeroplane propeller was set up by the Turks, within whose lines our two airmen fell. The ground now is in British occupation.



### By G. K. CHESTERTON.

THERE are two points which are the two pivots of the war, like the two poles of the world. Both President Wilson and Mr. Lloyd George have pointed to them sufficiently plainly; they are Poland and Alsace-Lorraine. But there are also some rather curious and interesting trains of thought connecting the two which are not so generally noticed as the overpowering practical necessity in the case. They are worth noting, however, for they involve some rather amusing aspects of history—and especially of that highly amusing thing, German history.

The notion set out by Mr. Philip Snowden, in his plea for the old Prussian policy of annexation, is, of course, nonsense. It implies that there was a nation called Germany to which Alsace and Lorraine once belonged; and there never was anything of the sort. It is as if we were told that Edinburgh was not in history and tradition Scotch, merely because the name means Edwin's Burgh—probably a frontier town of

the King of North umbria in some wars with the wild Picts. That is what is called the test of language, and a tomfool's test it is. Much might be said in answer to such stuff; but per-haps the simplest thing would be to say that the site may have belonged to Northumbria, Lat it never belonged to England, for the sim ple reason that there was then no England for it to belong to So there was no Ger many, in any na-tional sense whatever, when a few nondescript feudal estates fell under French civilisation. There were people spoken of generally Germans, as people are spoken of generally as niggers; and spoken of with a somewhat similar accent of veneration and esteem. But the

and esteem. Such the loose term was given were ruled only by a multitude of petty kings, often far less important than the old King of Northumbria. The Heptarchy—or rather, something much more sporadic—which lasted in England till the eleventh century, lasted in Germany till the seventeenth. The Normans were needed to make an English nation; but there at least they built on a Roman foundation. Other Northern Frenchmen, to the east of the Normans, gave the Alsatian borderers a French nationality—the first nationality they had ever had or dreamed of. But these elements of history are here only preliminary to another and more neglected point.

The German notion is nonsense, but this is certainly the German notion—that there was in the time of Louis XIV. a German nation, whose frontiers should have been sacred, but were in fact descerated. In short, the Prussian professor uses the nationalist argument against something done by an old French King in the middle of the seventeenth century. Very well; I am all for using the nationalist argument myself, though I find it easier to use it in cases where there happens to be a nation. But then, we come to a much more curious circumstance. In the century after Germany herself was thus national and capable of being deprived of provinces, we find the Prussian King attacking the Polish nation (which was then

quite unquestionably national), and depriving it not merely of its provinces, but of its nationality. He did to the Kingdom of Poland what nobody had ever done directly to a Christian kingdom before—he abolished it altogether. Germany could protest against encroachments upon a patriotism that did not yet exist; while holding herself blameless for her own encroachments upon a patriotism which did exist, and had existed for centuries. A German nation that nobody had ever heard of was to be held holy before it was bora; but a Polish nation that everybody had heard of could be cut up alive in broad daylight without anybody noticing the incident. And these singular international sages have not yet discovered in the eighteenth century something which they have already asserted in the seventeenth; and they destroy unity where it has appeared, a hundred years after they have hallowed it where it has not appeared. Germany is one while her kingdoms are anything from three to three hundred; but Poland must be

obably a frontier town of from three to three hundred; but Poland must be stance. Purely as a practice

DISCUSSING THE MAN-POWER QUESTION: A MEETING OF THE AMALGAMATED SOCIETY OF ENGINEERS.

The Amalgamated Society of Engineers took up an independent attitude towards the new recruiting proposals, but the Government refused to confer with them separately from other trade unions. Our photograph shows a meeting of the A.S.E. at their hadquarters in Peckham Road. The chairman of their Executive Council is Mr. Brownlie, and the General Secretary is Mr. Robert Young. They held a big meeting at the Albert Hall on January 27. [Pictograph by Illustrations Burran.]

shattered into three when her kingdom is already one. Such are the two faces of the great Teutonic Janus, as it looks east and west. To be anti-nationalist against all nations, to be nationalist with no nation—all this and anything else was easy, so long as there was land to steal.

Now this queer ethical experience has a very sharp modern moral, touching our treatment of Prussian professions 'to-day. The immediate moral about Alsace and Poland in themselves, it is not, I hope, necessary to lay down at any length. Unless Alsace-Lorraine is restored, and restored of right; unless Poland is reconstituted, and reconstituted in entirety—we have lost the war and all the future freedom of the world. Turning points of opportunity so tremendous as this one do not return twice in two or three thousand years, even if they do then. And Alsace-Lorraine will remain as an eternal test—not merely because of what the French feel about it, but more because of what the Germans say about it. The Germans themselves seized on it as a symbol, and explained that they seized on it as a symbol. And the symbol was, of course, a symbol of their power—or rather, of their omnipotence. The German General said, in so many words, that the provinces must be annexed as a proof that the French had been completely defeated. A baby could see that if the

annexation is unaltered, it will be a proof that the civilised world is completely defeated. That German rule is retained through some jugglery of voting, by the swamping of the old natives by German official and colonists, will not matter a brass button a hundred years hence. The world will simply say that the sabre of Sedan could not be broken, and could therefore continue its more peaceful activities as the sabre of Zabern. For it is the Prussian definition of peace that the soldier must then cut down an unarmed cripple instead of an armed enemy. The Alsatine would go back into that bloody bondage for everbut it is primarily necessary to resist this, not for the sake of the Alsatians, nor even for the sake of the Fr.nch, but for the sake of ourselves and of everybody else. It is necessary to resist this, fit was ever in any sense necessary to resist the complete triumph of Prussianism everywhere. The case of Poland is quite as much of a symbol, and even more of a substance. Purely as a practical question, it is as prac-

tical as the edge of a precipice. The question is whether there shall be a small German Poland or a large Polish Poland. If there is the former, the Prussian harisen to the top of his most towering vision. All the old civilisations of Asia and Africa lie in his shadow; there is nothing between him and the ends of the earth. If there is the latter, the East of Europe will be civilised, and the barbarians held for ever at bay.

Just as the German was equally ready to proclaim nations or no nations, so he is now equally ready to proclaim annexations or no annexations. At this particular minute by the clock the formula of "no annexations" is most convenient to

him. Any man who trusts this formula as a piece of humanitarian good faith is (in this particular aspect of his doubtless many-sided mind) a fool—as much of a fool as if he fancied that, because Moltke took Alaæ on the pla a that it was German\_Moltke would instantly have surrendered Posen on the plea that it was Polish. The Prussian is now against annexation because he is against restitution; and he is against restitution because he is a thief who still holds the stolen goods.

There is one thing never to be forgotten about modern Germany—that she has combined the maddest licence of modern fads with the steady purpose of imperialism. She uses those fads; but the test is that at every turn she uses them for that purpose. She might use Christian Science; but she would use it against our hospital service, not her own. She is already using Free Love; but it is to strengthen her population, not others. She might be found preaching anything from Vegetarianism to Vorticism; but it would always be possible to put a finger upon the precise point where it served her narrowest interests. She will use the wildest forms of Futurism that are yet to spring up in the future; but it will always be with the "" ne self-centred balance which has enabled her, facin, both ways and talking two opposite languages, to bestride Europe with one foot on Poland and the other on Alrace-Lorraine.

## NAMES IN EVERYBODY'S MOUTH: MEN OF THE MOMENT.

PHOT GRAPHS BY ELLIOTT AND FRY, RUSSBLL, SWAINE, MAULE AND FOX, HEATH, AND C.N.



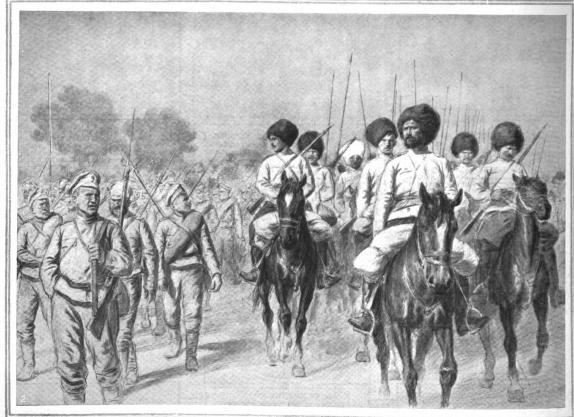
We give above portraits of some of the men who are being much talked about, for various reasons, in connection with the war. In the speech of Count Hertling, by the way, there was an instructive literary allusion. Our readers may remember how the pro-Germanism of Carlyle in 1870 was recently denounced in these pages by Mr. G. K. Chesterton, and by Mr. Charles Whibley in his "Political Portraits." Count Hertling's speech provides an instance of the use Germany makes of Carlyle's deplorable misjudg-

ment, which the "Times" of the day duly castigated. Speaking of Alsace-Lorraine, Count Hertling said: "In England people at that time spoke very differently. I can refer to a cl'ssical witness, . . . the celebrated English historian and author, Thomas Carlyle, who in 1870 wrote as follows: 'No nation ever had such a bad neighbour as Germany has possessed in France during the last 400 years. Germany would be mad if she did not think of erecting a frontier wall between herself and such a neighbour.'"

## A SUBJECT OF RECENT BOLSHEVIST RUMOURS: COSSACK TROOPS.

FROM DRAWINGS BY M. L. H. GRONDIJS.





1. THE REPORTED REVOLT OF DON COSSACKS AGAINST THEIR LEADER, GENERAL KALEDIN:

COSSACK HORSEMEN IN ACTION—A TYPICAL CHARGE.

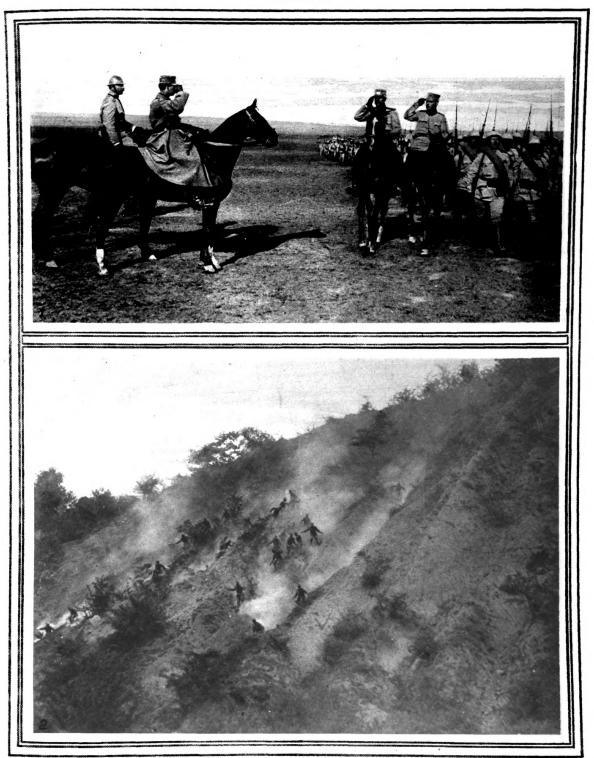
Cosack roosesses. Cosack roosesses. Cosack roosesses. Cosack roosesses. Cosack roosesses. Cosack roosesses that the Bolshevist Government in Russia had issued the following statement: "On January 23 at the military station of Kamensky (in the territory of the Don Cossacks) a Congress of Cossacks from the front was opened, with representatives from 21 regiments, 5 batteries, and 2 reserve regiments. The Congress passed unanimously a resolution declaring war on Kadedin, and claiming all authority on the Don. A military Revolutionary Committee was elected, and detachments have been sent out to capture the stations Likhaia and Zberevo. The Cossacks are fired with

 INTERESTING IN CONNECTION WITH RECENT STATEMENTS BY THE BOLSHEVISTS: MOUNTED COSSACKS, WITH DISBANDED RUSSIAN INFANTRY, IN GALICIA.

enthusiasm; they are striving to end Kaledin with their own hands." It has been pointed out that this report of a revolt against General Kaledin should be received with caution. It will be recalled that the Don Cossacks were said to have arranged an amicable settlement in their country by which the peasants were granted self-governing rights, and that the whole population of the Don region, both Cossacks and peasants, had unanimously elected General Kaledin as their representative to the Constituent Assembly, the votes being over three million,—[Drawings Copyrighted in the United States and Canada.]

## THE REPORTED RUSSO-ROUMANIAN FIGHTING: ROUMANIAN TROOPS.

PHOTOGRAPHS BY C.N.



1. ROUMANIAN TROOPS WHO FOUGHT HEROICALLY: THE CROWN PRINCE REVIEWING |
THE 51st INFANTRY REGIMENT.

A Reuter message from Petrograd on January 26 said (on the authority of the Official Telegraph Agency) that two days earlier the following telegram had been received from Brest-Litorsk: "The Austrian General Army Headquarters report that in the region of the Sixth Army, on January 20, the 9th Siberian Division made an attempt to fight its way through Galatz into Russian territory on the Lower Danube. The fighting with th: Roumanians continued throughout the whole day and night, but apparently the Siberians did not succeed in their object." Reuter adds: "Later advices report that,

2. ROUGH GOING FOR ROUMANIAN TROOPS: MEN OF AN INFANTRY REGIMENT DESCENDING
A STEEP DECLIVITY.

in addition to the 9th Siberian Division, some detachments of the 10th Division were engaged with the Roumanians on the heights to the west of Galatz. The fighting continues. On the Roumanian side heavy artillery was used, and near Galatz three monitors were in action. The Russian positions between the Braila—Galatz Railway, as far as the Sereth bend to the east of Nicolei, are unoccupied, and the fortified bridge near the railway is in the hands of the Roumanians, whose posts have also been established in the Sereth bend."

## PETROGRAD UNDER THE BOLSHEVISTS: A PROSECUTION; HUNTED DEPUTIES,





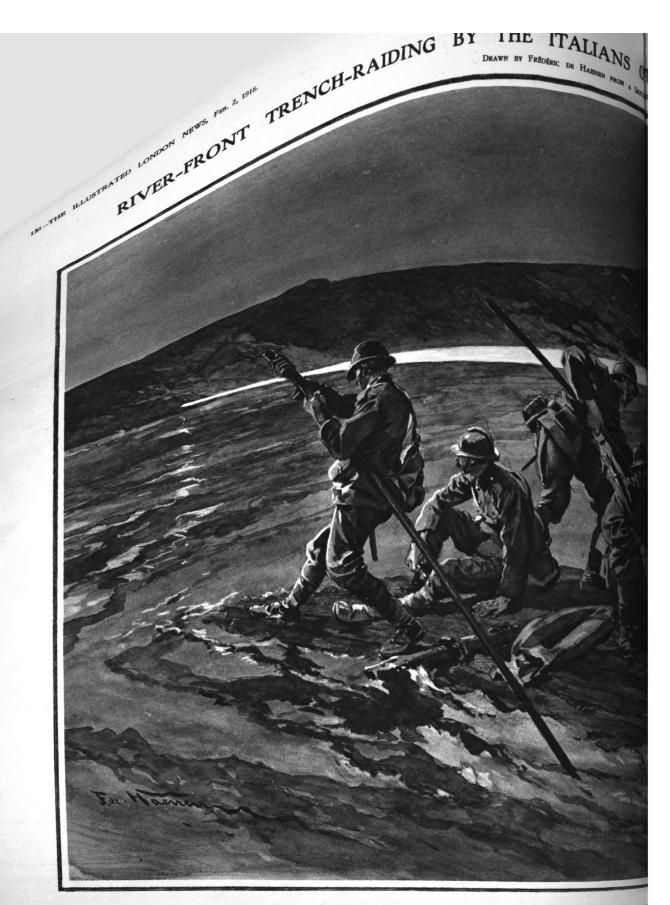
THE "REVOLUTIONARY TRIBUNAL," THE BOLSHEVIST SUBSTITUTE FOR JUDGES AND 2. HUNTED AWAY WITH BAYONETS: SOCIALIST DEPUTIES FROM PEASANT CONSTITUENCIES MAGISTRATES: THE TRIBUNAL IN SESSION. (INSET—COUNTESS PANINA'S "TRIAL")

The Boshevist "Revolutionary Tribunal," replacing the Russian judges and magistrates, is seen in the upper illustration, while in session. The first person arraigned before them was the Countess Panina, "Minister of Public Instruction" under the Kerensky riegime. For years the Countess has been organising educational institutions in Russia. The "Revolutionary Tribunal." charged her with not placing at the disposal of Lenin a

## SCOTT'S BURIAL-PLACE GIVEN TO THE NATION: DRYBURGH ABBEY.



Another historic estate—this time with associations ecclesiastical and literary rather than political, as in the case of Chequers Court—has just been presented to the nation—namely, Dryburgh Abbey, a famous monastic ruin near Melrose. The donor is Lord Gienconner, who, in offering it "as a free gift," said: "I feel sure that if the offer is accepted the custody and preservation of this ancient and noble building will be in safe and loving hands for ever. The only condition I sak is that the privilege of holding an annual service within the Abbey walls may be continued." Replying from the Office of Works, I most gladly accept your splendid and generous gift." The Abbey, which stands on the site of a sanctuary established by St. Modan, an Irish asian, about 522, was founded in 1150. If suffered severely "(to quote the "Times") "from English randalism in 1322, 1385, and 1545." Sir Walter Scott's great-grandfather owned it in 1700, and Si: Walter himself is buried there, in St. Mary's Alise of the north transept, the finest surviving portion of the ruins, which is shown in our illustration.

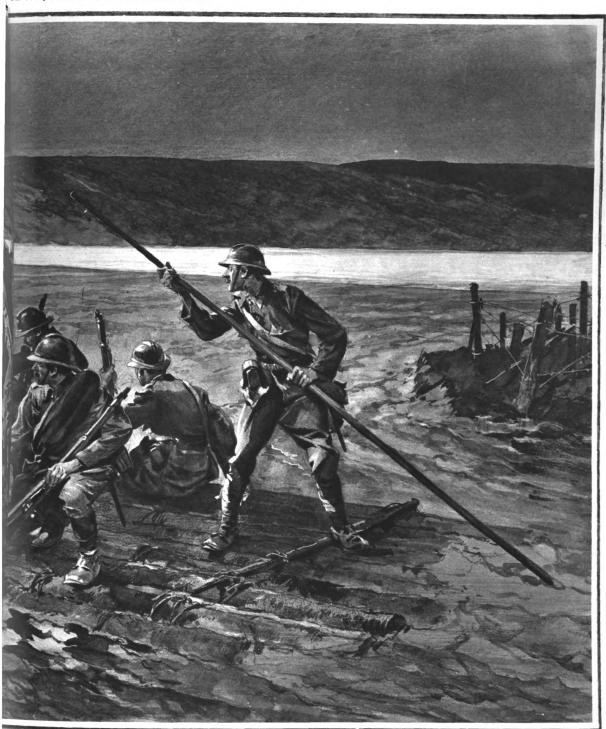


## STEALTHILY POLING THEIR RAFT ACROSS THE SWIFTLY-FLOWING CURRENT IN THE SHALLO THE PIAVE BY NIGHT IN SPITE OF AUSTRI

Trench-raiding has to be carried out in different ways according to local conditions on various fronts. In Flanders, as we all know, the usual modus operandi is to creep steatibily acres "No Man's Land" in the dark, and, evading detection by German sentries and searchlights, shin over into the enemy's trench, to rush along it until the purpose of the raid—usually bring back prisoners for interrogation—has been effected. Then the raiders return with their "bag," clambering out of the German trench by aid of the short scaling-ladders they can with them. On the river front of the Piave, how a daring Italian raiding party performed a brilliant exploit across the river with similar intention is shown above. "One gets accustoms to hear of the deeds of daring of the Italian soldiers," writes Mr. Julius Price, "but their raiding exploits by night across the Lower Piave certainly must be reckaned amongst the

# IE PIAVE: A DARING RAFT ADVENTURE AT NIGHT.

M. PRICE, SPECIAL ARTIST ON THE ITALIAN FRONT.



# TWEEN BARBED-WIRE-STAKED ISLETS: AN ITALIAN TRENCH-RAIDING PARTY CROSSING ARCHLIGHTS SWEEPING THE WATER.

ost adventurous feats of the war on this front. To cross the broad stretch of desolate gravel flats, intersected by the deep and treacherous, swiftly running streams, that form the Piave ver, even by daytime, under the fire of the Austrian batteries, would be no mean achievement. To do this at night is real heroism. Yet this has been accomplished on several casions lately. On the occasion I have sketched, an ingeniously contrived sort of raft was utilised to get across the deepest and most turbulent portion of the river. By little short a miracle, the men got across on their half-submerged craft, without coming under the rays of the searchlights with which the enemy was sweeping the river, and returned safely with a bag several prisoners."—[Dusning Copyrighted in the United States and Canada:]

# JEERING AT BURGHERS TRESPASSING ON THEIR GRO STUDENTS OUT OF SCHOOL (15th. CENTURY).

# SCIENCE & NATURAL HISTORY

LIFE IN THE SIXTEENTH CENTURY: A DOCTOR RECEIVING THE SIGNS OF HIS DEGRE

SCIENCE JOTTINGS. THE NITROGEN PROBLEM AGAIN

is reported in the Press that the Government is about to issue a reprint of Sir William Crookes' little book, "The Wheat Problem," which created a modicum of mild excitement on its appearance twenty-five years ago. Should this rumour be well founded, it says much for the courage - or unabashedness-of our rulers in making known to the public the neglect with which they and everyone else, except the Germans, have for so many years treated the warnings of science. In the book in question, the

veteran chemist showed that, while the population of the earth was increasing, the wheat-growing area of its surface was not; and that, therefore, we were within a measurable distance of the time when the soil would no longer produce, under the conditions then prevalent, enough bread for its inhabitants. The obvious remedy that he suggested was that the output of wheat for a given area should be increased, and he pointed out that this could best be done by increasing the amount of nitrogen compounds supplied to the soil in the shape of artificial fertilisers. At the time he wrote, these compounds were only known in the shape of nitrates extracted

from the nitrate-of-soda deposits of Chile and elsewhere: and, as these were in the course of nature doomed to a more or less speedy exhaustion, he proposed that steps should be taken to supplement them by tapping the practically inexhaustible source open to us of nitrogen in the air. Needless to say, not the slightest notice was taken of this warning by any Government but the German, and no attempt has been made except by it to fix or use atmospheric nitrogen on a large scale.

Meanwhile, two new factors have been introduced into the problem by the present war. In the first place, thanks partly to the withdrawal of some twenty millions of the flower of the populations from civil labour to the fighting ranks, the productiveness of the

next, a new and most important drain on our stores of nitrates has been established by the use of explosives, which cause an incredible number of cubic feet of nitrogen to be hourly returned to the air whence it originally came. For nitrogen in one form or another forms the largest ingredient in all explosive compounds in warlike use, from the T.N.T. of the high explosive to the old-fashioned black gunpowder still occasionally used by the Germans, and probably by the Allies. Hence we are all engaged in the process known as burning the candle at both ends. The world is producing every year less wheat than it formerly did; while at the same time the nitrates which, so far as we can see, can alone increase its

soil has decreased by a very large percentage; and

LEARNING UNDER DIFFICULTIES IN A CLOISTER STUDENTS IN SCHOOL (13th CENTURY)

more than fifty to seventy years longer. In these circumstances, only one course

seems open to us. Nitrates must be made by catching and fixing the nitrogen in the air. There are more ways than one of doing this; but the most practical seems to be that by which atmospheric air is passed between the terminals of a huge electric arc, and the resulting nitrogen converted into nitrate of lime. This requires for its profitable production a cheap source of power for the rotation of the large dynamos employed, and German companies before the war found this ready to hand in the waterfalls of

Norway. But the British Empire contains within its borders waterfalls even more magnificent than the Norwegian ones, and these should be at once harnessed and set to work either by Government or private enterprise. Other sources, such as the synthetic ammonia which the Germans have been manufacturing in vast quantities since their communications with Norway became uncertain, might be suggested, but would involve other questions too intricate to be discussed here. What is important is that the manufacture of nitrates from other sources than those Chilean deposits which have hitherto stood us in such good stead should be taken in hand without any delay.



A NEWLY DISCOVERED SPECIES: ONE OF THE TWO DWARF ELEPHANTS RECENTLY SHOT IN THE CONCO.

Two specimens (male and female) of a hitherto unidentified kind of dwarf elephant, shot in the Congo by Mr. J. Rowland Evans, recently reached Messra. I Ward Ltd. the famous taxidermists and naturalists, of 167. Piccadilly, These dwarf elephants only attain a height of 5 ft. 6 in. to 6 ft., about half that of asks of the female weigh only 2lb. the pair, and of the male, 7lb, while those of a full-grown African bull-elephant often reach 220lb, the pair. Natives call the dwarf species the "swimming" or "water" elephant.

Photograph, taken in the bush, reproduced by kind permission of Messrs. Rowland Ward, Ltd.

fertility are being fired into the air. How long will the candle last under this treatment?

Some figures given in the Revue Scientifique for Dec. 22 and 29, 1917, may enlighten us as to this. The Chile nitrate beds, says this journal, form a belt from north to south of 700 to 800 kilometres long, 60 wide, and 1000 deep. From the beginning of the nineteenth century to the outbreak of the war 50,000,000 tons had been extracted, and the existing reserves are estimated at 200,000,000. In 1914, 2,200,000 tons were obtained for use as fertilisers, and between November 1915 and November 1916, 2,940,000 tons were used for making explosives. In consequence, the writer in the Revue estimates that Chile cannot satisfy the demand made upon her for nitrates for

Nor should the use to be made of the nitrogen thus obtained be lost sight of. Farming is every day becoming more scientific, and the motor-tractors have shown us what can be done even with our picturesquely cramped and irregular English fields. When the lessons of the Cambridge experiments have been fully worked out, it may be possible to find for each soil the particular variety of the wheat plant best fitted to it, and thus to make two ears of corn grow where one did before. It may even be that, with an increased supply of chemical fertilisers, corn-farming may be divorced from cattle-raising, and that agriculture will itself become a branch of chemistry. Yet the first step to the realisation of this desirable state of things is the fixation of atmospheric nitrogen.

#### FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY ROBINSON, LAFAYETTE, RUSSELL, ELLIOTT AND FRY, CENTRAL PRESS, ARMY AND NAVY AUXILIARY, AND LAMBERT WESTON.

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# "OUR GUNS GOT ON TO THEM AND KNOCKED THEN



# A CAMBRAI COUNTER-ATTACK CRUSHED: GERMAN FIELD-GUNS DESTROYED BY BRITIS

The great German counter-thrust at Cambrai, though on its southern side it regained some ground at great cost, was, on the whole, a failure. "Where the enemy made his supreme effort," wrote Mr. Perry Robinson, "was on Bourlon Wood and to the west of it, towards Mœuvres. Not less than five German divisions were thrown in on this front, and not less than three were concentrated on about 5000 yards from Mœuvres to Bourlon. Before Fontaine and in Bourlon Wood itself the enemy entirely failed to make an impression on our lines. . . After drenching the whole wood with gas until he hoped our garrison would be unable to defend itself, he flung attack after attack against the

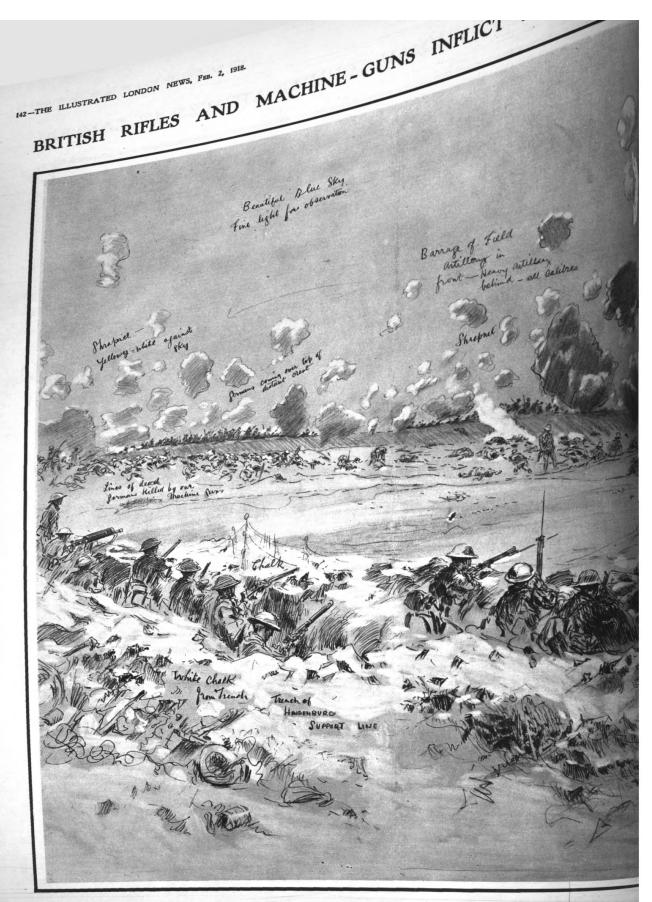
# OUT": EXECUTION AMONG GERMAN FIELD ARTILLERY.

HUND BY AN EYE- WITNESS.



## TELD-GUNS: GERMAN INFANTRY ADVANCING TOWARDS ANNEUX—AND ANNIHILATION.

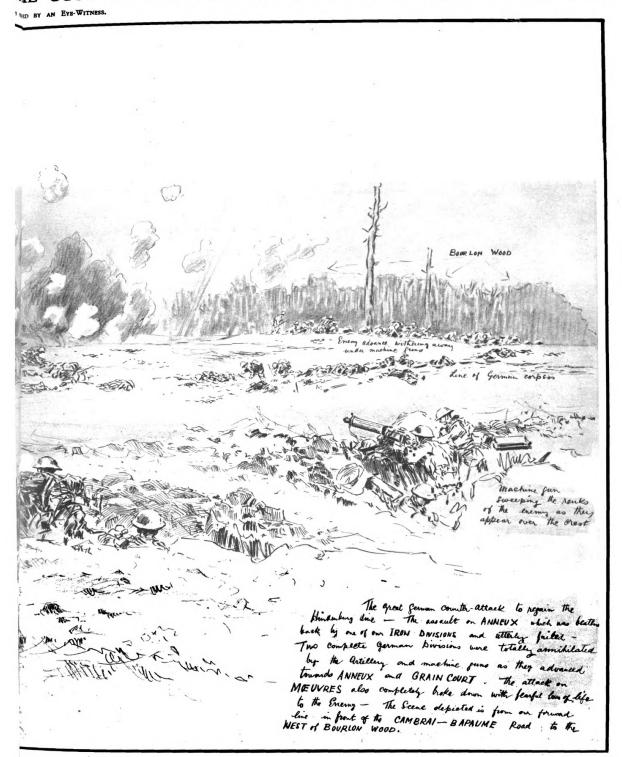
wood, but nowhere succeeded even in forcing an entrance. . . . . How many massed waves of Germans came on here no one seems to know, but from half-past nine until dark they never stopped. Wave after wave, attack after attack, mass upon mass—our guners and observation officers say that the ground was simply black with Germans. You could not miss them. And by the end of the day much of the ground was still black with dead. Field guns were brought up, presumably with some idea of their being useful against Tanks, and our guns got on to them and knocked them out, in some cases before the half fired more than a single round."—[Onesing Copyrights in the United States and Canada.]



# "NEVER BEFORE HAVE RIFLES, MACHINE-GUNS, AND TRENCH-MORTARS HAD

The Germans failed to achieve what they intended in their great counter-offensive at Cambrai, and the success they did obtain was won at a terrible price in lives. Mr. H. Perry Robinson writes in his account of the battle: "The attack on the north side of the salient from Mœuvres round by Bourlon and Fontaine was delivered two hours later than the attack on the south, . . . Here the Germans suffered colossal losses, and our men were worn out with killing. . . . The attack began about 9.30, when dense masses of Germans were seen coming down on the left of Bourlon Wood. Our riflement worked all day on visible targets till their ammunition gave out, or they were too tired to go on, or their nerves gave out under the strail It is the considered opinion of experienced officers that never before have rifles, machine-guns, and trench-mortars had an opportunity of inflicting such enormous losses on the enem

# WIE COST OF THE GERMAN COUNTER-ATTACKS AT CAMBRAI.



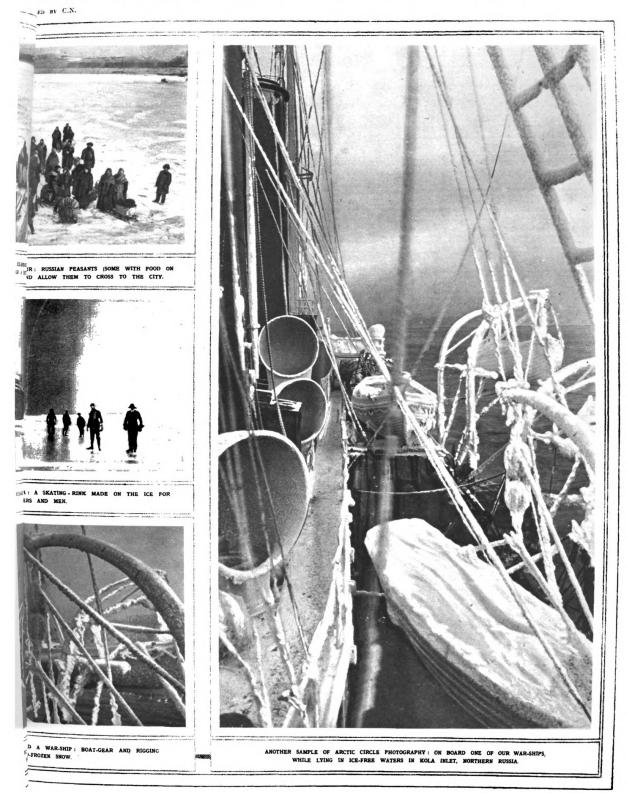
## ORTUNITY OF INFLICTING SUCH ENORMOUS LOSSES": AT BOURLON WOOD.

losses were, of course, only a minute fraction of the German losses. . . . All the later reports confirm the extraordinarily sanguinary character of the slaughter of the Germans in Bourlon Wood.—Mccurres area. The first enemy concentration in this section was seen about 9.15 in the morning by Quarry Wood. Thenceforward it was wave after wave of Germans the day. One machine-gun company fired over 70,000 rounds into ten successive dense bodies of Germans at ranges from 1200 yards downwards in a good light. . . By the end of a idul and bloody day, the whole gain that the enemy had made, at the price of so awful a number of lives, was represented on the map by a little bay or dent in our positions in the country, where it means nothing. Rarely have a few yards of ground been won at such extrible cost."—[Planeser Georgished in the Highs States and Gandel.]



"The Sea is all one," said somebody once, speaking on the work of the Navy in war-time long ago. The dictum holds good to-day, with perhaps more force than ever heretoford as it must do for ever. Thus, the whole water-surface of the globe becomes comprehended within the wide-reaching scope of the Navy's duties. One sphere of our seamen's oper on perhaps the most trying and unpleasant "station" of all at the present time of year, is illustrated here, and also on other pages in this issue—everyday incidents of nav within the Arctic Circle. The presence of our war-ships in the Far North is necessary, indeed indispensable, for several reasons. This may be taken for one: to render the North

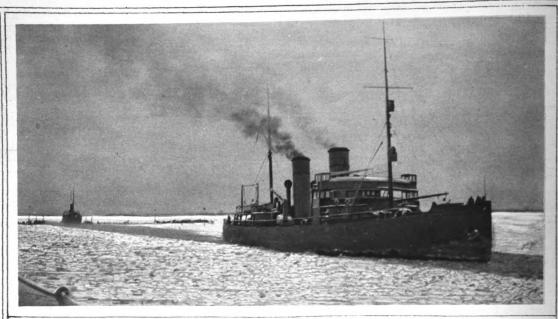
# E IN THE ICE-BOUND SEAS OF NORTHERN EUROPE.



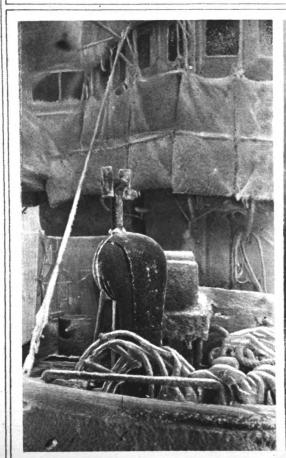
passage into the Atlantic impassable for enemy commerce-raiders (such as the formerly notorious "Moewe"), which might creep out up the coast of Norway to work round to the north of place. The northern fringes of the European trade routes in like manner require furthermore constant supervision and "policing" in order that neutral and other shipping may pass to stand fro "on their lawful occasions," whether in the service of the Allies or on their own account. There are ice-free anchorages off the Norway and North-Russian coasts, but at most splaces, notably at Archangel, the principal port of the North, all is frozen up and ice-breakers are used.

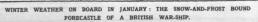
# ARCTIC CIRCLE WAR-TIME: A NAVY OUTPOST AT ARCHANGEL.

PHOTOGRAPHS SUPPLIED BY C.N.



BREAKING A CHANNEL THROUGH THE ICE IN HARBOUR FOR THE MERCHANTMAN ASTERN TO PASS THROUGH: A RUSSIAN ICE-BREAKER AT WORK OFF ARCHANGEL HARBOUR.







AT KOLA INLET, NEAR THE NORWEGIAN FRONTIER, ON THE RUSSIAN NORTHERN COAST: ONE OF THE WATCH ON DECK.

These are scenes at one of the Navy's outpost stations in the Far North of Europe, at and near the Kola Inlet and Archangel, the great Russian harbour in the Arctic Circle.

All through the rigorous winter season of the Arctic regions, watch and ward is kept there by certain British war-ships, a passage out to the ice-free waters of the North Atlantic being made where required by ice-breakers. The warm-water influence of the

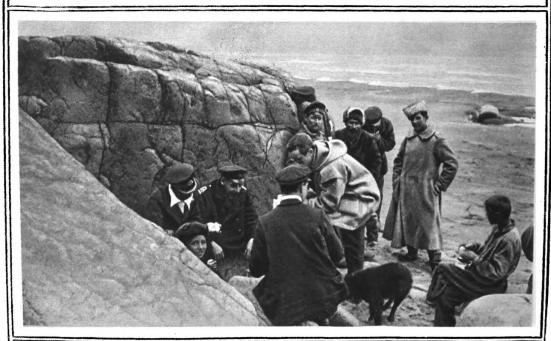
Guif Stream, it is common geographical knowledge, prevents the sea off the nort coast of Norway from freezing. Its effect extends also eastwards, it is stated, along Russian northern seaboard inshore as far as the Kola Inlet. Beyond the land-le White Sea, and Archangel Bay and Harbour adjoining, are frozen over every wi ingress and egress being only possible for steamships by channels cut through the

## ARCTIC CIRCLE WAR-TIME: R.N. VISITORS ON THE LAPLAND COAST.

PHOTOGRAPHS SUPPLIED BY C.N.



A RUN ASHORE FOR A FEW HOURS: AMONG THE LAPPS AT A SETTLEMENT ON THE VARUNA RIVER—
AN R.N. OFFICER-INTERPRETER CHATTING WITH THE PEOPLE.



R.N. OFFICERS ON THE BEACH NEAR THE VARUNA RIVER: LUNCHING BEHIND SHELTER FROM THE WIND WHILE THE SHIP'S MOTOR-LAUNCH IS PREPARING TO TAKE THEM BACK.

The coast of Lapland extends across the northern province of Norway and the Kola Peninsula in the extreme north-west of Russia; from near the Lofoden Islands to the shores of the great gulf that forms the entrance to the White Sea. Off the innumerable rocky islets and bays that fringe a great part of the Lapp shore-line, ships of the British Navy, on duty within the Arctic Circle, cruise or put in from time to time for a few hours, always sure of meeting a hospitable welcome ashore from the natives at any

settlement or village of the Lapps that there may be in the neighbourhood. To the semi-nomad Lapps, the war is non-existent: it is no concern of theirs. They go on living as usual, with their reindeer and snow huts, walrus and seal catching, and enjoying life on blubber and fish oil, as they have always done. In both our illustrations, a bearded Russian soldier in flat Army cap and oval badge on the band in front will be observed, belonging to one of the small Russian coastguard watch-post garrisons.

#### NEW NOVELS.

Young Cymbeline. That private feuds must give way before the call to arms is the theme of Mrs. Isabet C. Clarke's new novel, "Cymbeline" 'Hutchinson). Her Montagus and Capulets were citizens of the North Country, where the Hainmans lived by trade, at the Works, and the Westes in county dignity at Valley-land. There had been trouble, a generation carlier, over the love-aftar of Susan Hainman and the latthless baronet; so that when Combeling who went to Woodsch instead

the lowe-attair of Susan Hainman and the faithless baronet; so that when Cymbeline, who went to Woolwich instead of the Works, wanted to marry Angela Weste, both families were up in arms. But more than a country-side quarrel was brewing in 1914, and the war swept all parties into the vortex. Mrs. Clarke handles her material very well, if the subject may be said to be a little trite. She presents quite a good picture of the be a little trite. She presents quite a good picture of the ignorance and the heedlessness with which we approached the greatest peril that has ever threatened civilisation. Cymbeline played his man's part in bringing down a Zeppelin, and winning his fair lady. The pacifist uncle was confounded, and one of the confounded, and one of the Hainmans, once strong in Hainmans, once strong in German trade, died a prisoner at Ruhleben. Cymbelmes and Angelas there will be until the end of time: but, if ex-perience teaches anything, the menace of the Hun will cease to darken the European horizon.

"The Night Club." Genial stories, with an occasional note of Genial stories, sional note of ung upon the irony, are strung upon the thread of Mr. Herbert Jen-kins's "Night Club" (Herbert lenkins). The club, belying its

trinking. The clade, belying its frisky name, was sedentary—a circle of London friends rang-ing from a carman to a Peer, who used to tell stories in the good old way of the Thousand-and-One-Nights. It was good old way of the Thousand-and-One-Nights. It was in war-time, so that several of the yarns are adventures of soldiers, temporary or otherwise, in action. There was only one female member of the Night Club; and, when her story (which very properly takes precedence of the rest) is told, it is easy to see why Miss Sallie was unanimously elected to be the glorous exception to the general rule. Mr. Jenkins again presents Bindle, a character for whom, as we know, he has a large admitation and respect. Bindle is the presiding genius at the meetings, and the life

and soul of the party's criticism of the material presented ond soil of the party's criticism of the material presented for its entertainment. There is a funny story about Zeppelins, and a sentimental story about a young man's devotion to his mother; and there are love-stories, and stories, as the immortal Artenus would have said, "it sarkastik," "The Night Club" caters for everybody's taste—or at least for everybody but the pessimist.

The autobiography of Henry James "The Middle Years." "The Middle Years." In automography of Frency James is represented by one slim volume. The Middle Years." (Collins), which was intended to supplement." Notes of a Son and a Brother,

other at least perhaps than the materially agreeable in life and the perverse appearance, at times, that though she 'said' things, otherwise recited choice morceaus, whether French or English, with a marked oddity of manner, of 'attack'— a general incongruity of drawing-room art, the various contributive elements, hour, sets, persuaded patience and hushed attention, were periode a precarious quantity." And this is an interjection in the story of a visit to George Eliot and G. H. Lewes! It is interesting to speculate on what would happen if the the story of a visit to deorge end, and o. H. Lewes I is is interesting to speculate on what would happen if the passage were given to a class of students to paraphrase into the usual method of academic English. Henry James

would vanish of would vanish, of course.

Into how many words would

Mrs. Greville compress?—we
doubt it. Dealing, again,

with the sketch of Louisa

Lady Waterford a little

farther on these in Lady Waterford a little farther on, there is not, in the first ten lines of it, an the first ten lines of it, an inflection that could be dispensed with. We close the book with a sigh, chained to the chariot-wheels of genius, but with a spirit in revolt against this triumphant progress over the strait ways of the language.

When we bear in mind the immense impetus given to instruction in many forms of science, especially those more or less concerned with necessities of war-time, it is not surprising that the demand for popular handbooks on the subject should be stimulated.

subject should be stimulated.

Science, too, is playing an important part in the school' curriculum, and never was its study pursued with more zeal than to-day. It is, therefore, very satisfactory to know that Messrs Bailbire, Tindall and Cox, 8, Henrietta Street, Covent Garden, W.C., have published a second edition, revised and enlarged, of that excellent book, "Chemistry for Beginners" (2s. 6d.), by the well-known authority, Mr. C. T. Kingzett, F.I.C., F.C.S. It is a most useful volume, as its information is not only sound, but is conveyed with admirable clarity, making it specially suitable for use in primary and public schools. It is the moment for a new edition of the book, which will find many purchasers in these days when a knowledge of science is more than ever valuable, especially in the world of commerce.



IN MESOPOTAMIA: TURKISH PRISONERS MARCHING ACROSS THE DESERT.

Official Photograph.

and to be considerably fuller than the chapters now brought to publication. It is a fragment; but it is not a disjointed or, so far as it goes, an elliptical fragment. There are incidents in it described with all the Jacobean power of words. Witness the portrait of Mrs. Greville—"So gently used, all round indeed, was this large, elegant, extremely—near sighted and extremely demonstrative lady, whose genius was all for friendship, admiration, declamation, and expenditure, that one doubted whether in the whole course of her career she had ever once been brought up, as it were, against a recognised reality;

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#### LITERATURE.

"Germany at Bay."

Bay."

Before the war we knew Mr. Haldane MacFall as an art critic, and a competent one; these great years reintroduce him as a Major, late Sherwood Foresters, and author of "Germany at Bay" (Cassell). The book has a serious purpose, vouched for by Viscount French, who contributes an Introduction in which he disclaims modestly contributes an Introduction in which he disclaims modestly the high tributes to his strategy that find a well-earned place in the narrative of the Western Campaign. Major MacFall's primary purpose is to show that the German Army is beaten and besieged in the West, and that Germany is now forced to rely upon the submarine campaign to secure the Peace that will make her mistress of Middle Europe, and all-powerful from the Baltic to Basra, by way of Berlin, Vienna, Trieste, and the Adriatic, Buda Pest, Sofia, Constantinople, and Aleppo. He wishes to waken the Man in the Street to the dangers of a German Peace founded upon the war-weariness of civilian populations. the Man in the Street to the dangers of a German Peace founded upon the war-weariness of civilian populations. To this end he tells the story of the campaign from the storming of Liège, down to the Russian Revolution, proving, to his own satisfaction at least, that Germany has had few successes, and has now nothing to hope for, save such a victory at the Peace Conference as will atone for her collapse in the field. It is a good book, and timely, that the author has given us; but the first few chapters, in which he writes at the top of his voice, with parentheses treading on each other's heels, and italics disturbing the eye on nearly every page.

other's heels, and italies disturbing the eye on nearly every page, are a sore trial to the reader. It is hardly too much to say that these chapters are bally written, and should be carefully revised, if the book reaches the second edition that its ms-sage justifies. Over-emphasis in a work that depends for its value upon critical judgment and close analysis, is a very dangerous fault, and one that a writer of Mr. MacFall's experience might have been expected to avoid.

"Six Women and Among records

"Six Women and the Invasion."

Among records of German oppression, "Six Women and the Invasion,"
Gabrielle and Margueria Women and the Invasion," by Gabrielle and Marguerite Yerta (Macmillan), holds a unique place. Hitherto the accounts of crime and outrage have been, if we except Professor Morgan's lighter sketches, very grim statistical catalogues. But the present book, while it tells a grievous tale enough.



THE YORK AND LANCASTERS IN THE TRENCHES: BRINGING UP WIRE FOR A NIGHT WORKING-PARTY.

British Official Photograph

is touched with Gallic wit and humour to a very fine issue. Only Frenchwomen could have drawn the conquering Hun, in his insolence and brutality, with such delicate contemp, and piercing irony. The six women saw their beautiful country home at Morny pilaged and defield by the invader whose greedy demands they had to satisfy out of a dwinding store. They were all pretty, and some were very young the ingenuity with which they concealed as much as possible of their treasure, real and personal, from the enemy's covetous eyes would be excellent fiction, if it wennot fact. During long months they hoped against hop tor the tide of invasion to turn and bring back the French forces to Morny. The story does not take us so far Driven out at length, two of the ladies endured the misens of a concentration camp. They saw the hand of the Hun fall even more terribly on their poorer neighbours than on themselves. Their courage, their breeding, enabled them to stand up gallantly to their bullies, some of whom had the grace to be ashamed. Very piquant are the portrants of German officers billeted on the family. For these worthies their hostesses found nicknames, some drawn from the speech of the Laon district, others from literature, and all exquisitely appropriate and witty. Crafleux and Barbu were "models," not very noble models, but decenter than most. They are described as "escaped from a tow-shop and carefully wound up before they were let lose from Germany. They always arrived side by side, with the same automatic stride." Then we have the "Blackguard." "Rabbit's Paw," Lieutenant Buben-

Bernhausen, called "Sainte Brute," and Lieutenant Buben-Brute," and Lieutenant Buben-pech, whose own name needs no travesty. His behaviour none but a Frenchwoman could relate without making the page un-printable. One anecdote throws a very peculiar light, to say the least of it, upon the personnel of the German Red Cross. The the German Red Cross. The worst atrocities were not visited on the people of Morny, although the suffering was sufficiently cruel. But, had it not been for the cleverness and courage of cleverness and courage of the six women, worse might have befallen. The incident of Lieutenant Kolb's drunken visitor is sufficient indication of that The book is wonderful in its realism, its vision, its heroism, its idealism. It is a victory of culture over Kultur. Mrs. Humphry Ward contributes a Preface, but good wine needs no bush. Preface, no bush.



ON THE WESTERN FRONT: CANADIANS TAKING BRUSHWOOD TO THEIR BILLETS.









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#### THE PLAYHOUSES.

MISS MARIE LOHR STARTS MANAGEMENT IN A MAUGHAM PLAY,

A MAUGHAM PLAY.

If to devise for your leading actress a part that suits her talent and radiant youth to perfection constitutes the the art of playwriting, then Mr. Somerset Maugham has that art at his finger-tips: if our youngest manageress was content with this, and a story driving home with wit and ingenuity and a mixture of sentiment and humour the trite moral that money, its comforts notwithstanding, cannot bring happiness alone.

cannot bring happiness alone, and that "love in a cot-tage" is better than life with the wrong partner—then actress and author may shake hands in mutual satisfaction.

Mr. Maugham has done more ambitions things than his latest comedy: he has got to closer grips with passion and reality. For instance, in "The Land of Promise" he has given us closer-knit and less episodic plots than that of "Love in a Cottage." Nevertheless, this fable of the hard-working little nurse who by the death of an odious husband comes into a fortune that enables her to taste all the pleasures of life, and some of its ugliness, only to discover that fortune and hands in mutual satisfaction to discover that fortune and pleasures are well worth giving up for the right man, is agreeably enough worked out in its artificial, obvious way, in its artificial, obvious way, and provides scope for much agreeable and some forcible acting. For Sybil Bruce, as Marie Löhr represents her, is the daintiest rogue in porcelain, full of charm; and the doctor of Mr. Mulcaster suggests just the appropriately virile lover for such a heroine;

genes just the appropriately virile lover for such a heroine; while variety is furnished in the doom-ridden millionaire of Mr. Sydney Valentine, the foppish fortune-hunter of Mr. Gaver Mackay, and finally, the hypochondriac of Miss Haidée Wright—quite a triumph this of character-painting. Plenty of entertainment, then, here at the Globe.

#### "VALENTINE." AT THE ST, JAMES'S.

There are signs that our public would welcome gladly a revival of opera bouffe. "Valentine," for instance, the new musical piece at the St. James's, goes some way in

that direction; and the favour with which it was received seems to imply that it might have gone farther. To be sure, ideal librettists and composers for this branch of lyric drama are not easily found. But, in default of a new Offenbach, the score Mr. Napoleon Lambelet provides has tis good points of fluency and rippling melody; while the book of Messrs. Arthur Davenport and Charles Wibrow needed only a little more finish and fantasy to be worthy of comparison with Second Empire libretti. Their scheme,

best singing form; and Mr. Walter Passmore, freer to jest on his own account than in old Savoy days, is already a figure of fun, and a maker of fun, as the evil genius of the tale.

#### "ANNAJANSKA," AT THE COLISEUM.

If there were nothing else to give away the authorship of "Annajanska, the Wild Grand Duchess," its type of heroine would do so. She is a characteristically Shavian

termagant, this swaggering lady, who beards a "Bestian" general's quarters, clears out his staff with revolver play, and then, throwing off her and then, throwing off her ermine cloak, reveals undermeath the gorgeous whiteuniform of Hussars in which she proposes to save her 
country from its troubles of 
revolution. But if the heroine 
is obviously the creation of 
Mr. Bernard Shaw's fancy, 
the wit and humour and 
thought at the expense of 
the present state of Russri, 
shows more traces of the 
obvious and the commonplace, and a good deal lessoriginality than we have 
been accustomed to expect 
of "G. B. S." Obviously 
Destiny can provide some 
situations in real life here. of "G. B. S." Obviously Destiny can provide some situations in real life before which even his audacity crumbles up and is made to look trivial. Still, the piece permits Miss Lillah McGarthy to look extremely picturesque, and to declaim—the Humpty-Dumpty legend, for example— with fire and viwacity. with fire and vivacity

Among handy and com-prehensive books of refer-ence, the "Hazell Annual

prehensive books of reference, the "Hazell Annual and Almanack" (Frowde and Hodder and Stoughton), has a high reputation, which the new edition for 1918 (its thirty-third year of issue) fully maintains. The Editor, Mr. T. A. Ingram, may be congratulated on compressing such a vast array of facts into so moderate a space, and on the excellence of its arrangement and classification. Much information is given about the war and the diary of events is carried down to Nov. 16 and classification. Much information is given about the war, and the diary of events is carried down to Not. 1st. It would be difficult to find a subject connected with the public life of this country, and to a large extent of the world in general, upon which a dip into "Hazell" would yield no result.



A LITTLE MUSIC: OUTSIDE A DUG-OUT ON THE WESTERN FRONT. [Canadian War Records.]

indeed with its farcical kingdom, its caricature of a indeed, with its farcical kingdom, its caricature of a Regent, its Princess brought up as a boy tor dynastic reasons, and threat-ned with marriage by an Amazon Oucen; its democratic heroine, its peasantry always conveniently at hand, and its troop of imposing female Hussars, is altogether according to tradition; and, just because anything of the sort has been rare lately, is the more engaging. A delightful representative of the maid in male masquerade has been found in Miss Marjorie Gordon; the Amazon of Miss Mabel Twemlow looks her picturesque part; Mr. Hayden Cofin is in his

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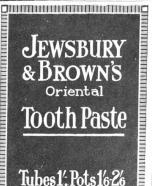
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## THE CHRONICLE OF THE CAR.

A "Motorists' Protection Association."

Arising out of recent remarks in this column, regarding the necessity or otherwise of a new motorists' association, it rather looks as though the

Association." otherwise of a new motorists' association, it rather looks as though the proposal to found such a body is likely to fall a bit flat. The sponsor of the movement has informed the Autocar that, while he is very pleased with the response to his appeal for support in the formation of the proposed body, he has not yet received a sufficient number of names to warrant him in calling a preliminary meeting. He suggests that at least five hundred prospective members should be ready to assist in the preliminary discussions and work, but at present he has received less than half this number of promises. Still, he does not despair, and a circular has been issued setting forth the aims and objects of the proposed association. These aims are six in number, and are as follows and are as follows-

 To combat the anti-motor prejudice of a large section of the public Press, and the public clamour resulting therefrom

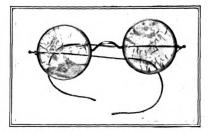
2.—To resist excessive taxation.
3.—To fight the petrol trusts, and other rings or so-cieties which are against the interests of the private motorist generally.

position of unreasonable restrictions in future.

6.—To urge the Government to use the revenue derived from motor taxes (after the war) for its legitimate purpose—namely, the improvement of the roads.

I confess I am quite unable to discern anything in the objects as set forth here which is new, or does not clearly fall within the purview of the already existing bodies. Certainly there is rothing that appeals to me as justifying the effort to split up the motoring interests. As I have repeatedly urged, it is not new associations we want, but the infusion of more life and activity into the old. The complaint is made that those bodies are run in the interests of the "high-priced" motorists. I agree that there is something in

the statement; but surely the remedy is to democratise them and make them more representative of the general interest. After all, in motoring as in the affairs of the community, the middle class is really the one that counts,



TRIPLEX OPTICAL LENSES: A SEVERE TEST.

Our photograph shows the satisfactory result of a severe test in the form of two shots from a twelve-bore gun, choked both barrels, fired at 35 yards, with No. 5 shot. The picture shows the result, and clearly suggests the protective quality of the lenses.

and it seems to me it is up to the middle-class motorist to and it seems to me it is up to the middle-class motorist to take in hand the reformation of the representative bodies. If that should be found impossible, then I should be pre-pared to go the whole way with those who want to break ways. But until reform has been tried and failed, I am certainly not in favour of a split. We don't want a Soviet until we have tried to reform our present Parliamentary system, which has really not done so badly as some would beare us think. have us think.

have us think.

The Movement Premature.

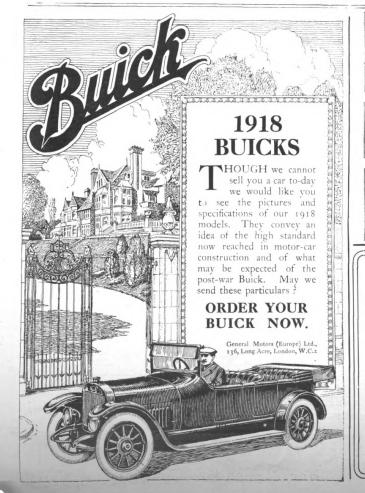
To my way of thinking, there is nothing surprising in the comparative failure of the car-owner to rise to the merits of the case, this is really no time for trying to form new motoring bodies—unless for the furtherance of the work of the war. Most people who are motorists in more peaceful times have other things and other politics to think about than the affairs of automobilism and the sins of the R-A-C.; and it is, I think, simply beating the air to think about than the affairs of automobilism and the sins of the R.A.C.; and it is, I think, simply beating the air try 10 get up an agitation. Of course, it is a good thing that there should be some who are keeping their eyes upon affairs, with a view to reform after the war has come to an end; but I think that work ought to be conducted quiety. end; but I think that work ought to be conducted quietly, and with as little fuss as possible. Most of the "animotor prejudice" referred to in the circular is the consequence of the noise made by our own advocates, who have drawn the limelight upon us. As a matter of fact, I have not been able to discover that there is any antimotor prejudice at all. There has been, and is, a good deal of prejudice against the use of the car for purposes of pleasure in war-time—and who shall say that that prejudice is mis-

war-time—and who shall say that that prejudice is mis-directed? Naturally, prejudice has found free expression in a section of the Press, and has sometimes gone beyond the legitimate; but because a very small minority "talk through its that," I do not think it follows that there is any great volume of anti-motor prejudice. All things considered, I think the sonsidered, I think the pressure of the Motorists' Protection Association will be well advised to allow the matter to drop for the moment. By all means let us examine all means let us examine carefully the position of automobile affairs when peac comes again. Our interests in the meantime will not suffer from being left in the keeping of those whose present business it is conserve them. , W. W.



A WELL-KNOWN CAR IN THE BACK WOODS: A SCENE IN QUEENSLAND.

The back woods of Northern Queensland can only be traversed by a car of exceptional strength, efficient spring, and complete reliability, photograph shows a Napier car which possesses all these qualities. At the wheel is Lieut. W. T. Forrest, R.F.A., a well-known Austimotorist, who is now serving in France.





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# If Peace should come this year—

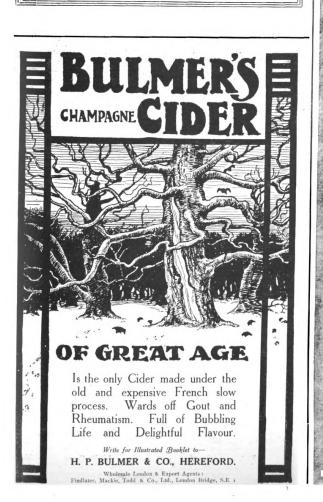
HE war is approaching its climax rapidly. It may end as suddenly as it began. Peace needs its preparations just as surely as war. Will it find you unready?

HE demand for Daimler productions, owing to the unrivalled success of the Daimler Sleeve-Valve Engine on active service, is assured. It becomes a question of delivery.

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Note: To protect you against substitution, Formamint will later on be given a new name, which will be announced shortly,

#### A NEW LIFE OF KEATS.

A NEW LIFE OF KEATS.

SOME thirty years ago, Sir Sidney Colvin contributed a volume on Keats to the "English Men of Letters" siries. Released frem official duties, he turned actively again to the theme, and now presents it full-blown in this work, "John Keats: His Life and Poetry, His Friends, Critics, and After-Fam:" (Macmillan). Its scope justifies the wide claim of the titile. New matter, both biographical and critical, will be found in Sir Sidney Colvin's pages; but their great merit is that into them are collected and collated, for the first time, all the scattered materials for a Life of Keats, and the results of the specialised studies of his verse. This involved a re-grouping of his friends, and a fresh consideration of his critics; and finally, since these last were powerful and virulent, and the poet's repute was of slow growth, it was desirable to trace the causes and the stages of his now firmly established fame. The friends of Keats are here attractively presented, always with fairness (not in every case, easy), and sometimes with warm and sympathetic introduction. Cowden Clarke, Leigh Hunt, Haydon, Charles Brown, William Haslam, Reynolds, James Rice, and Joseph Severn, to name the chief of them, besides the members of his own family, fall into their proper places round the central figure, who is not indiscriminatingly glorified in their company, or at their expense. The devotion of Severn to the dying Keats will stand beside that of Keats himself to his mother on her death-bed. It throws up the tragedy of the poet's last days, darkened as these were by the agonies of his passion for Fanny Brawne, as well as over his unrealised fulfilment of his genius. To Miss Brawne the biographer is as just as it is possible to be in the circumstances. She could not have encouraged the attentions of a youth whose prospects were problematical or null. "It is clear that, though certainly high-spirited, inexperienced, and self-confident, she was kind and in essentials constant to her lover, and patient and unresent

#### CHESS.

REESPONDENTS.—Communications for this department should be Game played at the City of London Chess Club, betwee addressed to the Cless Editor, Milford Lane, Strand, W.C. and P. W. SERGEANT.

J GARDNER (Toronto).-We shall be glad to examine your problems with a view of publication at any time.

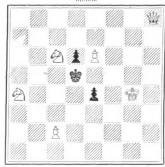
W Mason (New York).—In your problem (W K at R sq), there is no mate if Black play 1. Kt takes P. The other (W K at Q 7th) yields a double threat by 2. R to K 4th, and B takes P (mate); and if 1. Kt to Kt 3rd, there is a triple mate by 2. Q to B 3th, and both the threats. The remaining two'er is sound, and shall appear.

SOLUTION OF PROBLEM No. 3774.—By J. PAUL TAYLOR. WHITE

I. P to K 4th

2. Mate accordingly.

PROBLEM No. 3778.—By H. F. L. MEYER.



WHITE. White to play, and mate in three moves

CORRECT SOLUTION OF PROBLEM NO, 3771 received from J C Gardner (Toronto), of No. 3772 from J C Gardner, and C Field (Atho), Mass, U.S.A.) (of No. 3772 from J C Gardner, and C Field (Atho), Mass, U.S.A.) (of No. 3772 from C L Shiksbury-White (Birstall) and G Geeham (Nines) (of No. 3772 from C H Haviland (Frinley Green), Jacob Verrall (Rodm Ib), J D Williams (Wood Green), T A Truscott (Forest Gate), F C Thomson, John Issaeon (Lixerpool), Captain Chillier (Great Yarmoo'h), Major D ykin (Birming-hum), W R Tebbs, N R Dharmavir (Padibam), L W Cafferata (Grantham), and W L Subsbury-White.

CONNECT SOLUTIONS OF PROBLEM No. 3776 reserved from G Stillingfleet Johnson (Scaford), J S Fortes (Brighton), Mark Dawsen (Hersforth), Rev. J Christo (Krift Jahm), A Harthur (Bath), J Fowler, M Coslow (Bournes-month), A W Hamilton-Gell (Exeter), H Grasett Boldwin (Farnhum) G Sorns (Stonchaven), J C Stackhouse (Torquay), M L Evans (Exeter), and G Hart (Sutton).

CHESS IN LONDON.

## (King's Biskop's Paun Gar

WHITE (Mr. J.) BLACK (Mr. S.)  P TO K B 4th P TO Q 4th  P TO K 3rd is the favourite con nuation, or, if the Flanchetto i nos-ra, then P to K Kt 3rd is betty  B to Kt 2nd  B to Kt 2nd  P TO K 3rd  P TO K 3rd  P TO K 3rd  B TO KT 2nd  B TO KT 3rd  B TO K	s 21. R to B sq R to K B 2nd
in to it and the to it still	Tanta occomes mesisticle,

7. Kt to K 2nd B to Q 3rd 8. Kt to Kt 3rd Castl:s 9. B to K 2nd Kt to K 5th 10. P to Q 3rd Kt takes Kt 11. P tak:s Kt P to K B 3rd

#### TITLEPAGE AND INDEX.

The Titlepage and Index to Engravings of Volume One Hun-dred and Fifty-one (from July 7 to December 29, 1917) of THE ILLUSTRATED LONDON NEWS can be had, Gratis, through any Newsagent, or direct from the Publishing Office. 172, Strand, London, W.C.2

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No. 4112. - VOL. CLII.

SATURDAY, FEBRUARY 9. 1918.

NINEPENCE.

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ELECTRIFIED CLOTHING FOR AIRMEN FLYING IN COLD WEATHER: R.F.C. OFFICERS OF A NIGHT BOMBING-SQUADRON FIXING CONNECTIONS TO THEIR ELECTRIC FOOT-SOLE AND GLOVE HEATING-APPARATUS.

iarlier in the winter, after a German raid in exceptionally cold weather, stories went the ound of the daily Press to the effect that the enemy airmen were enabled to stand the everest cold lecause the clothing supplied to them was electrically heated throughout by

OFFICIAL PHOTOGRAPH.

#### THE NAVY AND NATURE: CAMOUFLAGE, AND SMOKE-CLOUDS. By ARCHIBALD HURD

SEAMEN live close to Nature, and they are never above learning from her, as the past years of warfare have proved. When the story comes to be written of the disguises, ruses, and manœuvres adopted in order to deceive the enemy, the jublic will I arn all about the mysterious V.C.'s, D.S.O.'s, and other decorations.

The connection between the cuttlefish and the destroyer may seem remote, but it exists. cuttle-fish, when attacked, starts back and begins to retreat rapidly, blowing water from its mouth-cavity through the funnel with which it is provided, and simultaneously expelling a dark liquid from its ink-sac. Sailors have applied that method of baffling a foe to naval warfare. Those who are not in close touch with naval affairs were first reminded of this development by a passage in Lord Jellicoe's despatch describing the Battle of Jutland. The British Battle Better had formed its junction with Sir David Beatty's battle-cruisers, and then "the enemy constantly turned away and opened range under cover of destroyer attacks and smoke-screens, as the effect of the British fire was felt." What the Germans do, British seamen do as circumstances may dictate—though it is not their way to run away.

The smoke-screen has also proved very serviceable in protecting British merchant-ships from attack by submarine; and the Americans have adopted, at the suggestion of British scamen, the same means of evading the pirates. Merchant ships now have on deck what look like small boilers mounted on short legs. They are, in fact, contrivances for creating masses of smoke very rapidly. That is no secret, as the Germans have long since found out how it is being done. When the U-boat is seen by a ship, the smoke-maker is set to work—a very simple process—and in a few seconds a screen is created, behind which the master hides his vessel as he alters course in order to escape. There is another way of making a smoke-screen—that consists in throwing overboard what are known as smoke-boxes

It was thought at one time that, as ships can be and twas thought at one time that, as simps can be made unsinkable—which is another story—so they could be made invisible by applying to them the defensive methods of animals. There exists quite a literature dealing with this subject of protective colouring. But what is the defence of the weaker animals is an aid to the offensive of the stronger and predatory animals, which, by adopting inconspicuous colours, are able to approach their quarry unobserved. For instance, in cold climates the ptarmigan and hare are very difficult to see in summer against heather and rock, but in winter they are as white as snow. They are thus difficult to see. But the fox and their other foes also change their covering with the season, and can be recognised only with difficulty. Nature adjusts the advantages and disadvantages of protective colouring so nicely as between weak and strong animals that the latter are able to secure the food they require; while the former are preserved from

extinction.

When the Germans inaugurated their sink-at-sight

policy, it was suggested that it might be possible to paint ships so as to render them invisible. but without success. The Admiralty have now announced that "the theory of rendering ships invisible at sea by painting them various colours is no longer tenable." In particular, attempts were made to apply the law of the American artist Abbot Handerson Thayer, who discovered that animals are painted darkest on those parts which tend to be best lighted darkest on those parts which tend to be best lighted by the sky's light, and vice versa. In short, Nature eliminates shadows, and thus reduces the visibility of birds and animals. At first sight, it may appear dis-appointing that the Admiralty's experiments failed. But if they had succeeded, what would have been the effect on the efficiency of our blockade? The Germans would have applied the same principles, with the result that merchant-ships, if not menof-war, would have evaded the Grand Fleet and its outer patrols, and the constriction now pressing upon Germany would have been relieved.

Defeated in one direction, the Admiralty have for months past been working in others. A system of camouflage has been developed with excellent results. More than that cannot be said. Every week between 4000 and 5000 "targets" are exposed to enemy attack, and, owing to camouflage, smoke-screens, and the patrols, only a small proportion of those "targets" is hit, and we are still living in this country more comfortably than the Germans lived two years ago.

#### THE SONGS OUR SOLDIERS SING.

ONE of our Generals has told me that there is not so much singing of sant much singing of route songs as there used to be when troops were being moved up into the forward sections of the fighting zone. But he insisted that this change did not mean that the fine edge of moral had been blunted. The men are as good as ever they were better, perhaps, now that even the conscripted recruits are becoming wary veterans and the iron determination of the whole great brotherhood is tempered to steel. But it was the "Tommy" of the Old Army—who is now no more—and the Reservists who were so fond of singing and whistling when on the road or in billets as to surprise even the gay, gallant Poilus who have inherited such a store of quaint marching chanties many of them closely resembling the counting-out rhymes used in children's games. The Territorials who had had camp holidays were also a tuneful race. But the multitudes that arrived later on, taken out

of industrial occupations which were always being speeded up, had been worked too hard all their lives to acquire the habit of open-air singing. The modern factory or warehouse or shop has no use for chanties; the wheels of our vast industrial mechanism have not ground out a single joyous folk-song. The successors of the Territorials only knew the choruses of a few popular musical songs; and their junior officers—the majority men accustomed to the silent, engrossing toil and moil of business life—could teach them nothing better, as a rule. Such officers and men look on war as a business rather than as a sport—the game of games—and there can be no doubt that their point of view makes for a higher degree of efficiency in the end. The picturesque side of warfare has vanished for ever; the late Ivor Campbell (that new Stevenson in becoming who fell on the road to Kut, after serving in France with his fellow-clansmen) spoke salutary truth when he defined modern war as "organised boredom," and said he felt its incessant drudgery in his very bones. So the men of the New Armies will march songless for hours and miles—just as they walked aforetime to the dour day's work through the dim, echoing streets of still-slumbering industrial cities. Considered aright, their grim silence is that of some tremendous machine which is running smoothly and achieving its purpose without any fuss

Singing, however, breeds cheerfulness; and it would be well if the men of the New Armies could be provided with a suitable song-book. The book which ould be most useful to them would contain, in the first place, the words of the old familiar tunes that have survived to many of the wildly popular music-hall ditties. The British working-man turned soldier is curiously conscientious in this matter, and quite unlike the concert-singers, who think more of tune and tone than of the human significance of a song. He will not open his mouth if he has not the words by heart. If he come from Scotland or Wales, almost always knows the words time has wedded to his inherited melodies. That is why Scottish and Welsh regiments are so much better able to sing their songs to a finish than English soldiers. With the

#### By E. B. OSBORN.

latter, the first verse of "Annie Laurie" (the greatest favourite of all), or "Swanee River," or "Clementine" (revived in compliment to American comrades), is apt to go well enough; but is almost sure to be followed by a gradual dwindling of sound, until at the end, perhaps, no more than half-a-dozen are really singing, the others being reduced to absolute silence or a hesitating bumbling as of a bluebottle in a window-pane. The song-book required should there fore contain, to begin with, the words of twenty or thirty favourite old songs—it would be easy enough to make a suitable list. Then would follow a few of the good music-hall songs (words only) which have survived their vogue on the barrel-organs. "Tipperary" would have to be included, though it was never so much sung in the Army as most peopleamong them our French and American friends, and enemy musical critics in Germany—have been taught to believe. "Daisy" and "The Honeysuckle and the to believe. "Daisy" and "The Honeysuckle and the Bee" (the latter a pretty tune, with a touch of the folk-song spirit), and others that are still well remembered, ought not to be left out. Next would come a small selection of the beautiful folk-songs collected by Mr. Cecil Sharp and others. Last would be included a liberal selection of the parodies, marching songs, and "ragging" ditties which have been collected in ragging" ditties which have been collected in Lieutenant F. T. Nettleingham's "Tommy's Tunes"—the most precious of all war anthologies. If the War Office had a little more imaginative insight the soldiers' song-book I have in mind would already be a part of every soldier's equipment.

#### THE HONEY BEE, "SUGAR" SUPPLIER.

THE shortage of sugar will not have been an unmixed evil if it is mixed evil if it be found, when the war is over, that it turned the attention of the general public to the advantages of bee-keeping. At the present moment, the harassed housewife is only too pleased to pay, if her means permit, a fantastic price for imported honey. The cost to the consumer has trebled since war began, and the immense stocks that had come to this country from California, Cuba, Jamaica, the Hawaiian Islands, and elsewhere, are now seriously depleted. California is unlikely to export honey, and the other far regions of the earth can only send produce to run the gauntlet of submarines over a very wide expanse of waters.

There is no reason why this country should not be self-supporting as far as honey is concerned, for at present we have not nearly enough bees in England to tithe the nectar harvest of our summer flowers. The terrible Isle of Wight disease has ravaged the The terrible Isle of Wight disease has ravaged the country in the past few years, and has made us more than ever dependent upon imported honey; but there are signs that the disease has worn itself out, and that though it may have gone far towards exterminating the old black English bee, the cross-bred Italian and Dutch varieties may now be trusted, under favourable conditions, to withstand further attacks. Nothing is more reliable than personal experience, and this is the excuse for quoting one here. My apiary of twenty-two colonies was destroyed by the I.O.W. disease in three years, ending in 1915. In the summer of 1916 a stray swarm was captured

in the orchard and housed, first in a skep, and then in a new hive. In 1917 the single colony threw two strong swarms, which were carefully hived. From the three colonies, the parent and the two swarms, eighty pounds of honey were taken, and sufficient stores were left for the winter. To make the position quite secure, about twenty pounds of run honey has been fed to the bees during the present winter.

Bee-keeping is a very simple science. There are half-a-dozen simple text-books; there is a Bee Association in nearly every county, with an attendant expert. Bees require a well-made hive and a sheltered position; and given as much as that, they will cost nothing to keep, and will yield a surplus varying, according to season and the nature of the surrounding country, between forty and eighty pounds of honey per annum. Each hive will throw a swarm, and if this be taken carefully and stimulated with a little food, it will make enough honey for its own winter keep, and will come into profit in the

following year.

It is possible, even at present prices, to start a fully equipped hive for an outlay of £5. The May or June swarm that is to be expected will be worth at least £1, even if sold locally, and the year's honey ought to be worth, on a moderate estimate, £3; that within eighteen months the hive, still productive, will have cost nothing. On the other hand, if the swarm be hived and kept, there will be two colonies ready for the spring of 1919, and they will increase to four during the summer.

#### By S. L. BENSUSAN.

Of all the small industries within the reach of all the small industries within the con-of the owner or tenant of garden, orchard, or pad-dock, nothing is more profitable than bee-keep-ing; and if the public has preferred to eat im-ported honey, there can be only two reasons. The first is to be found in the low cost of foreign honey in normal times; the second, in the bees' unfortunate offensive equipment. War, while trebling the price of imported honey, may be said to have sharpened the sting of the worker bee; for it cannot be denied that the half-bred Ligurian, Carniolan, or Sicilian s far more restive than the old black English variety At the same time, the fear of stings is apt to be exaggerated. The bee-veil, properly adjusted, is a surguard for the face and neck; while for those who do not care to have their hands stung, bee gloves, with gauntlet attachments, can be purchased; and gradu ally most people learn to examine the hive without protection, though it is well to leave them alone in thundery weather, and to choose the middle morning on the hottest days, for then the majority of the bees are afield.

Few people realise that if bee-keeping were de veloped to the full extent of its possibilities, and no new or old epidemics came to ravage the apiaries, we could discover a thousands of toos we could dispense with many thousands of ton-of sugar, and be unconscious of shortage. Hency has countless uses in the kitchen, and as a form of sugar it can be taken by many to whom the ordinary product of cane or beet is forbidden for reasons of health. reasons of health.

military to the control of the contr

An Italian communiqué of December 31 said : "The enemy becomes more bitter in the bombardment of open cities. Last night his airmen returned for the third time over Padua. . . . The rich artistic patrimony of the city suffered severely. The façade of the Cathedral was blown down." Another semi-official Italian statement said : "The enemy shows more clearly every day his desire to offend in Padua the most sacred

# AUSTRIA'S ATTACK ON ITALIAN ARCHITECTURE: RAID EFFECTS IN PADUA.

ITALIAN OFFICIAL PHOTOGRAPHS.



AS IT WAS BEFORE THE AUSTRIAN AIR-RAIDS: THE CATHEDRAL OF PADUA.



AFTER AN AUSTRIAN AIR-RAID: THE ROOF DAMAGED BY A BOMB. OF THE CATHEDRAL



WAR ON WOMEN AND CHILDREN: A WOMAN OF PADUA
BESIDE HER HOME WRECKED BY AUSTRIAN BOMBS.



A POPULOUS QUARTER BOMBED BY AUSTRIAN AIRMEN: IN THE HEART OF PADUA.





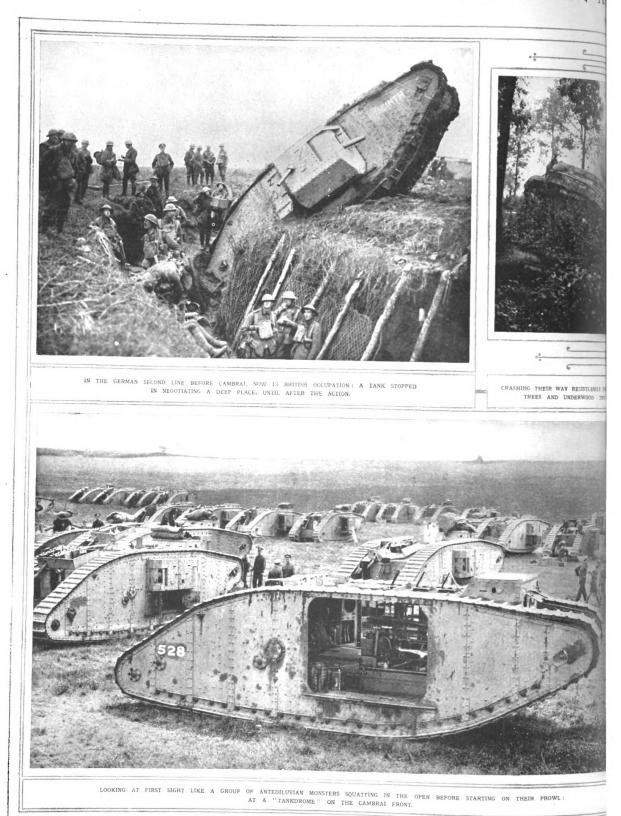
APHED DURING THE FIRE CAUSED BY AN AUSTRIAN BOMB THE CUPOLA OF THE CARMINE CHURCH AT PADUA.



AFTER ONE OF THE FOUR AUSTRIAN AIR-RAIDS ON PADUA: THE INTERIOR OF THE VERDI THEATRE.

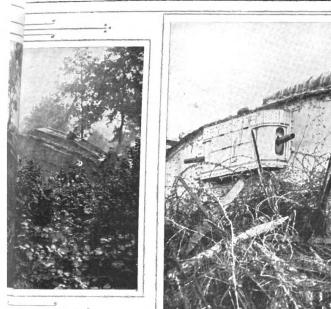
memories and the most precious treasures of religious art tor which the city is famous in all the Catholic world." Describing the fire caused in the main dome of the Carmine Church, Mr. H. Warner Allen writes: "A low moan went up from the watching crowd as the cross itself collapsed into the fiery brasier. Through the flames the inner roof of domed stone, blackened with smoke, held inexorably against the heat."

# TANKS ON CAMPAIGN: AT A "TANKDROME"; A



"Tank service on campaign" might serve as a general description for the exceptionally interesting and instructive set of Tank pictures shown here. Taking the fourth illustration of "Tankdrome" first, we see Tank camps, or "lines," the muster-place, before the Tanks move out for action, with the Tanks formed up in rows; also, as they are ranged between whiles after returning from action, to "stand by" until next ordered forward. Anglo-Incians who remember the Elephant batteries of the "Hyderabad Contingent" of the days before the Kitchener's Indian Army reorganisation, may recall something of what the elephant lines looked like on occasion. The first illustration (and, to some extent, the fourth also) shows d

# THE BATTLEFIELD, AT AND SINCE CAMBRAI.



I AND OVER THE SAPLINGS AND SMALLER FORGING THEIR WAY AHEAD.



BREASTING A GERMAN BARBED-WIRE ENTANGLEMENT AND CRUMPLING UP THE WIRE AND STAKES AS IT PLOUGHS THROUGH: A TANK TACKLING AN EXTRA STIFF JOB.



ost perpendicular steepness of some of the places the Tanks crossed in passing over German trenches in the Cambrai battle. In the case of the first illustration the acclivity proved porarily too much for the Tank seen; but, as the trench was captured, the Tank's salvage and return to duty was assured. The way Tanks can crash through a wood, forcing a 1 among the trees, and through the undergrowth, like primæval mastodons in chase, is shown in the second illustration. One can understand, also, from the third illustration, the descriptive Junts by war-correspondents at the Cambrai battle of how the Tanks ploughed up, tore gaps through, and flattened out the most formidable German barbed-wire entanglements.

## WAR IN THE AIR: BRITISH BOMBING-MACHINES, AND A SCOUT.

OFFICIAL PHOTOGRAPHS



LINED UP AT AN AERODROME ON THE BRITISH WESTERN FRONT: A SQUADRON OF BOMBING-AEROPLANES OF THE ROYAL FLYING CORPS.



PREPARING FOR A NOCTURNAL EXPEDITION: A BRITISH SCOUT AEROPLANE BEING GOT READY FOR A FLIGHT—A MOONLIGHT EFFECT.

British airmen are constantly carrying out bombing raids over the German lines on the Western Front, with results that far outweigh in military importance the enemy's futile attacks upon the civilian population. As a typical example of a day's work by the Royal Flying Corps at the Front, take the following report from Sir Douglas Haig, published on February 5. "On Sunday," he writes, "the weather was fine, but with considerable ground mist. Reconnaissances were carried out by our #roplanes, and many hostile batteries were engaged by our artillery, with observation from the air.

Nearly 4½ tons of bombs were dropped during the day on various targets, including the railway signals at Melle, Ingelmunster, and Lichtervelde. At night no operations were possible owing to the mist. In air-fighting five hostile machines were brought down and five driven down out of control. One of our aeroplanes is missing." In the first three days of February, British airmen destroyed to German aeroplanes and drove down 10 out of control, losing only two machines themselves. B tw:en January 29 and February 3 our airmen and gunners disposed of 49 German machines (25 destroyed), with a loss of §.

### WAR IN THE AIR: MEN WHO REPAY GERMAN RAIDS WITH INTEREST.

COUL

OFFICIAL PHOTOGRAPH.



On the opposite page is described a typical day's work by the R.F.C. on the Western Front on February 3. To this may be added the official account of the previous day's air operations. "On the 2nd inst," writes Sir Douglas Haig, "several successful reconnaissances were carried out by our aeroplanes, and many hostile batteries were effectively engaged by our artillery with observation from the air. Nearly four tons of bombs were dropped by us during the day on various targets, including the railways station and sidings at Valenciennes. Several thousand rounds were fired at parties of the enemy in their

trenches and in back-areas. Five hostile machines were brought down in air-fighting, and five others were driven down out of control. One of our aeroplanes is missing. On the night of the 2nd-3rd inst., the enemy's aerodromes and billets were bombed by our machines." The total number of enemy machines accounted for by the R.F.C. and the R.N.A.S. on the Western Front in January was 144, of which 86 were destroyed by our pilots, 4 by anti-aircraft guns and ride fire, 53 driven down out of control, and I captured intact. Of our machines, 39 failed to return.



#### By G. K. CHESTERTON

THERE is at times a temptation to wish, now that I we ration food, to ration the talk about food. When it is apparent, in the round of social intercourse, that the time has come to talk of many things, it seems a pity to dwell exclusively on the topic of cabbages, to the exclusion of ...uch attractive and allied topics as kings, shoes, ships, and sealing-wax. Falstaff, when dying, babbled of green fields; but he did not, when living, babble exclusively of greens—even in the somewhat literal sense that would include green cheese and green Chartreuse. Falstaff would not have objected to talking about food-far from it and in this at least I am at one with him. But he was at least an English glutton and not a German glutton; and the difference is that he did not take food seriously. Unfortunately, under our abnormal conditions, those who talk about it are bound in a broad joke, it is a rather narrow serious topic. If I have to read reverently for instruction and culture, I would rather be left on a desert island with an

encyclopædia than with a cookery-book—especially if there were nothing to cook on the island. And one would suppose, to hear some people talk, that this was rapidly becoming the case with our own island.

I would offer a mild warning against too much of such talk, on somewhat more serious grounds. I will not insist with severity on my suggestion for the rationing of remarks on food. I do not propose that a bell should ring, or somebody call out "Time!" as they do when the taverns close-at which precise instant everybody must drop the subject, even at the price of divid-ing the word "ham" from the word "sandwich," or saying "mutton" without being allowed to say "chop." I do not desire our table manners to consist wholly of pointing, still less of snatching. I do not suggest that a man should receive a sugar-card permitting him to talk, in moderation, about sugar; or a soup-ticket authorising

him twice a week to mention soup My remonstrance, so far as it goes, is more serious—and, indeed, refers rather to the tone than the topic. I deprecate a rather to the tone than the topic. I deprecate a certain vocal atmosphere that has arisen in my own middle-class, and which seems to suggest that the food problem is not only a muddle (if it is), but the chief moral problem of the hour. I say advisedly in my own class, for the problem of the poor is quite other and much older. Their tragedy has not been made—but rather, if anything, masked by the war. And the social distinction concerns another very practical point, which alone makes this sort of conversational pressimism a hurt to patriotism, and practical point, which about makes this soft of the versational pessimism a hurt to patriotism, and semetimes a help to pacifism. I mean the fact that the class I speak of is not only the class that vertes the newspapers, but generally the class that writes the newspapers. Their private life becomes in a sense public life; it is what is said in their inner chambers that is received on the housetons—and it is what that is proclaimed on the housetops—and it is what is proclaimed on the housetops that is heard by the enemy in the gate.

When I made a somewhat similar protest against the panic-mongering about air-raids, these was one curious point in the situation. I think the most annoying part of it was that there was so much more

panic-mongering than there was panic. Most of the men and women I met were admirably stoical, or still more admirably flippant. They talked about the incident as if they had just missed a train, until they read in the newspapers that they were fleeing from an earthquake. Many almost treated it as if it were a shower of rain, until those wiser than they explained a snower or rain, until nose wher man truey expanded to them that they were feeling it as a reign of terror. My impression was that English hearts were pretty much in the right place, which is not (either by philo ophy or physiology) in the mouth or in the boots; and that English heads were at least much saner than English head-lines. And, somewhat in the same fashion, I find in the food problem also that there is not so much needless fear as needless fuss. At the worst, it is something worse than the mere grumbling of discontented people; it is rather the grumbling of contented people. At the best, it is too often the grumbling of people who ought at least to be comparatively contented. When I say "comparatively," of course I mean partly by comparison with their

PROBABLY FOR THE USE OF "RUNNERS": A NEW GERMAN GAS-MASK, WITHOUT EYE-PROTECTION.

WITH LEATHER IN PLACE OF RUBBER GERMAN GAS-MASK, CAPTURED AT LENS

The gas-mask shown in the first photograph was probably designed for the use of "runners," who have to pass along the trenches quickly. A full gas-mask with "gogles" would impede progress. It consists only as the photograph shows of respirator, mouth-piece, and nose-clip. The other gas-mask is of particular interest as showing that the enemy, being short of rubber, have had to use leather for the flexible parts.

Canadian War Records.

neighbours, and still more by comparison with their enemies. But, indeed, in the latter case, there is simply no comparison. Food, especially foreign food, is to England as compared to Germany what light and air are to a man caught in a net compared to a man locked up in a box. It is very annoying to be caught in a net; but if the net is loose it cannot be the annoyance known as being strangled, and the sea-net thrown about England is obviously very loose indeed. More light and air gets through the net than not; more, very much more, of our daily habits of eating and drinking remain as they were than have been really altered or abolished. A few days of any of the real ieges of history would make us all feel as if we had been complaining of the scarcity of humming-birds in Tokay—as some of us are, for all I know. But Germany is really subject to a siege—not like one of the local sieges of history, but, so far as it goes, really fixed and abcolute. By all conceivable commonsense, we cannot be suffering so much as the Germans; and I cannot see upon what patriotic or even politic principle we should go out of our way to tell them that we are. The real explanation, I fancy, is also the same as in the case of the air-raids. It is not so much the hunger for food as the hunger for news. I hope I shall always speak of the journalistic trade with as Tokay—as some of us are, for all I know.

much respect as it is decent for a man to feel for something which he has discovered to be not too difficult for him to do—a discovery which, in a wellregulated mind, will always prevent any positively prostrate adoration. But I know that my fellor-journalists will agree with me when I say that they are in a peculiar position towards life—in the fact that they are forbidden to be so careless as are happier men about what happens in the world. Poetry, it has been said, is a criticism of life; but it is not a criticism that need be offered in large quantities at short and regular intervals. No poet is expected to write an ode to the skylark every morning, even on the improbable supposition that every morning he is up with the lark No spiritual child of Shakespeare and Wordsworth is expected to unlock his heart with the key of the expected to unlock his hart with the key of the sonnet every night when he unlocks his house with the latchkey. But journalism is journalistic, often in the literal sense of being daily; and it is a criticism of life that must be always criticisms. It is no matter for wonder if it sometimes criticises too much, or if (which is the much more

real complaint) it criticises the wrong things. In a sense, the journalist aims at giving pointed and picturesque expression to the attitude of the average man; but there is one very important part of that attitude which journalism is by its nature forbidden to express. And that is his healthy, and indeed heroic. indifference. The jour-nalist cannot treat things as the average man treats a vast number of themwith what is, properly considered, one of his worthiest and most philosophic gestures. He can not pass them by.

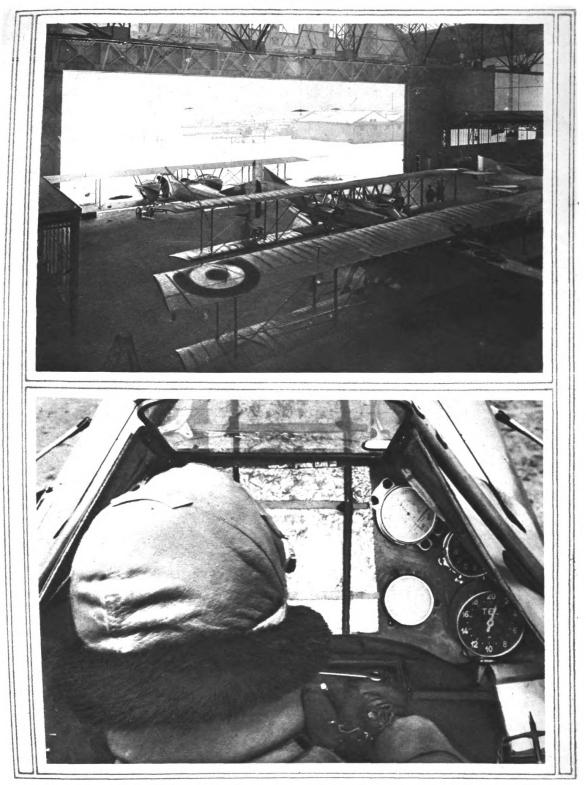
Hence, whether or no a man talks about food, it is almost inevitable that he should write about food; and I cheerfully admit that I am here doing the precision against which I am also protesting. It may also protesting. It may seem cynical to say that when the man who lives, as I do, by scribbling scribbles a bill-of-fare as a pat-

tern of practical housekeeping, it is generally his own housekeeping that he most practically assists But he is fully justified, as a journalist, in putting the thing down because it is interesting, quite apart from whether it is useful. And that simple word is, of course, the explanation of anything puzzling in the contrast between the excitement of the English Press and the comparative coolness of the English public.

A togging mass of flower and conference (Allert from a and the comparative coolness of the English public A roaring mars of flame and poi on falling from a flying ship into a back garden in the suburbs is certainly interesting, if not alarming. Our meals are to us most certainly a matter of interest, even when they are not a matter of anxiety. But I think it will that it should be made clear to our Allies, and still more to our enemies, that our population is not in a frenzy about famine because the papers largely consist of wr mings and calculations—any more than our population consists exclusively of criminal because the police news consists mostly of crimes. because the police news consists mostly of crimes. In short, our foe ought fully to realise two facts first, that we are not even hungry in the more crious sense; and second, that we are ready to be hungry sense; and second, that we are ready to be musty; in the most horrible sense, to bear all that was borne by men in the stark reality of real sieges, before we will admit that the greatest problem of history has been solved by piracy on the high seas.

#### WAR IN THE AIR: WITH THE AIRMEN OF THE FRENCH SERVICE.

FRENCH OFFICIAL PHOTOGRAPHS.



1. At issy-les-moulineaux aviation station, near paris: the interior of one of the flying-ground hangars.

for a many months of the control of

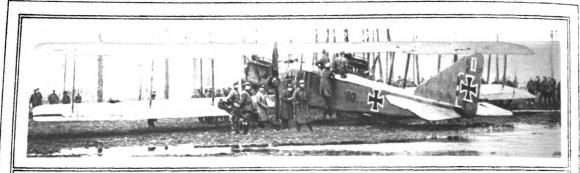
The upper illustration shows the interior of one of the larger aeroplane housing-sheds or hangars, at Issy-les-Moulineaux, where some of the leading aeroplane-builders of France have their workshops, and the neighbourhood is the scene of constant flying activities. There is an important aviation station and school with flying ground at Issy-les-Moulineaux, which is on the River Seine, near one of the older forts of the Paris

2. IN A BREGUET MACHINE: THE PILOT'S COCKPIT; WITH GAUGES, RECORDING INSTRUMENTS, AND PLAN OF THE GROUND BELOW.

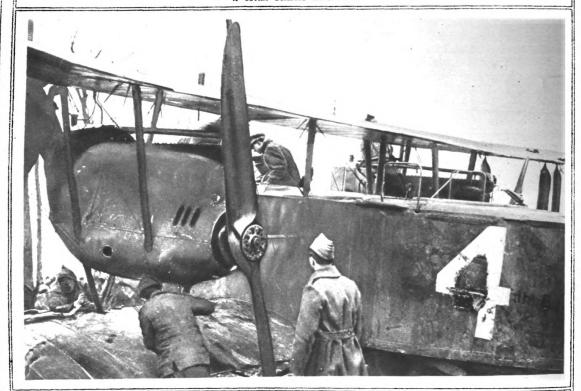
enceinte, about four and a-half miles from Paris, towards Versailles. Military biplanes and hydroplanes (seaplanes) are built at Issy-les-Moulineaux; and the latter are tested on the river. In the second illustration, taken at an avidation camp on the Marne front, the pilot of a Bréquet machine is seen seated in his "cockpit," with gauges and recording instruments at one side, and directly in front of him a chart of the ground.

## WAR IN THE AIR: GERMAN RAIDERS "EARTHED" IN BELGIUM AND ESSEX.

PHOTOGRAPHS-BRLGIAN OFFICIAL AND L.N.A.



BROUGHT DOWN BY BELGIAN ANTI-AIRCRAFT GUNS ON ITS RETURN FLIGHT AFTER ATTACKING DUNKIRK:
A GOTHA BOMBING AEROPLANE.



SHOWING THE ENGINES AND PROPELLERS ON EITHER SIDE OF THE CENTRAL CAR: A NEARER VIEW OF THE SAME MACHINE SEEN IN THE TOP PHOTOGRAPH.



WITH A CAMOUFLAGE DESIGN PAINTED ON ITS PLANES: WRECKAGE OF THE GOTHA BROUGHT DOWN IN ESSEX AFTER A RAID ON LONDON.

The Belgian air service and anti-aircraft batteries have proved themselves very efficient. A Belgian official communiqué of January 21, referring possibly to the subject of our two upper photographs, said: "A German bombarding aeroplane returning from Dunkirk was forced to descend on the evening of the 19th near Bulscamp (east of Dunkirk)."

The lower photograph shows the Gotha brought down by Captain G. H. Hackwill, R.F.C., and Lieut, C. C. Banks, R.F.C., during the raid on London on January 28. The official report stated: "After a brief fight at close range, the raider took fire and fell in flames to the ground 10,000 feet below. All three members of its crew were burnt to death."

## WAR IN THE AIR: BRITISH FLIERS WHO BOMB THE FOE BY NIGHT.



PREPARING FOR A NIGHT BOMBING EXPEDITION OVER THE ENEMY'S LINES: PILOT

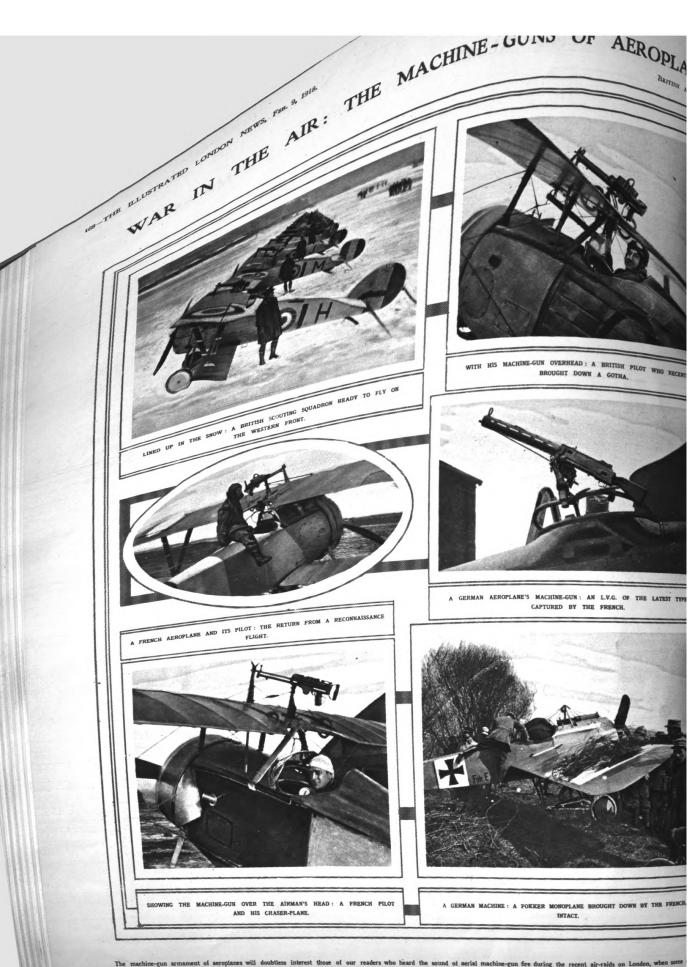
AND OBSERVER GETTING INTO THEIR SPECIAL FLYING-GARMENTS.

2. THE MACHINE-GUN ARMAMENT OF A BRITISH FIGHTING PLANE: THE OBSERVER'S

ATTITUDE WHEN FIRING ON AN ENEMY BELOW.

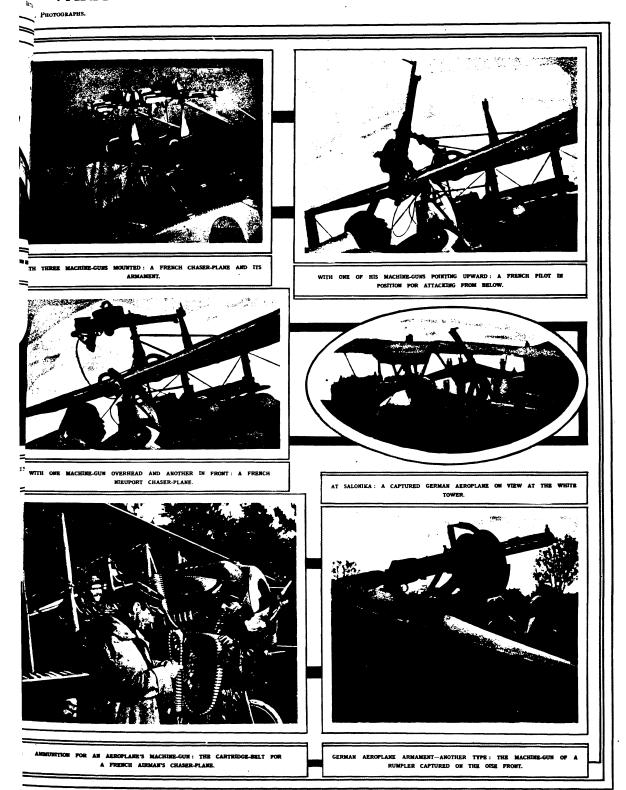
The fine weather and moonlit nights which enabled "our German friends," as some call them, to renew their visits to London of late, also inaugurated a spell of extensive necturnal operations in the air at the Front. Thus Sir Douglas Haig reported in a recent communiqué: "On the night of the 25th-26th inst, our night-flying squadrons were active as soon as it was dark, their activity continuing until about 3 am., when

a very heavy mist set in and rendered flying impossible. During the fine period of the night over eight tons of bombs were dropped by us, several pilots doing two trips. Five of the enemy's large serodromes in the neighbourhood of Chent were bombed, and also hillets in the vicinity of Doual. Over too bombs were dropped on a new hostile serodrome west of Tournai." On January 29-30 we attacked bostile billets and communications."



The machine-gun armament of aeroplanes will doubtless interest those of our readers who heard the sound of aerial machine-gun fire during the recent air-raids on London, when some gallant defenders fought duels with the enemy in the upper air. Two R.F.C. officers, it will be recalled, Captain Hackwill and Lieut. Banks, succeeded in this way in bringing down one raiders in Essex. During January, according to recently published statistics, 290 German-and Austrian aeroplanes were brought down by the Allies, and 234 during December. The Germans of

# VARIOUS TYPES—ALLIED AND ENEMY EXAMPLES.



brought down 101 Allied machines during January. The Allied total of enemy machines brought down in January is made up as follows—144 by the British on the Western Front; 79 by the French the Western Front; 64 by Allied airmen on the Italian front; 3 by the Belgians. Of the 144 enemy machines brought down by our airmen (R.F.C. and R.N.A.S.) on the Western Front, 86 were loyed by pilots and 4 by anti-aircraft gun and rifle fire, 53 driven down out of control, and 1 captured intact in our lines. On the Italian front 39 enemy machines fell to British airmen.

#### AIR-CRAFT VERSUS WAR-SHIPS.

RECENT operations by aeroplanes of the Allies against the German war-ships Goeben and Breslau (called by some fancy Turkish names to hide their Hunnishness from the victimised Turk!) suggest that a short dissertation on the offensive use of air-craft against war-ships may be of interest. One says "the offensive use" specifically, to distinguish such operations from scouting operations and from spotting for artillery.

In sea-scouting from the air the air-ship, sometimes called the "dirigible," is of high value, having considerable capacity for remaining in the air, patrols of eight or ten hours' duration

being comparatively common. With this capacity for duration the air ship possesses sufficient speed to enable it to escape from any attack by sea-going craft; so that, when used with due recognition of its limitations, the air-ship is a very valuable weapon.

In spotting for naval guns the air-ship has also a certain value, provided always that there are no hostile aeroplanes of superior speed in the vicinity, for the best of air-ships is at the mercy of a second-rate aeroplane.

As an actual weapon of offence, however, against war-ships, the air-ship may be con-sidered as being right out of court. The air-ship can only operate by dropping bombs, and if it comes low enough over a warship to make at all sure of its aim it is bound to come so low as to be easily within range of searchlights during a night attack.

It is necessary, perhaps, to ex-plain here that the small British air-ships have done excellent work against German submarines; but it is only fair to state that their success has been due to exceptional circumstances. If one of the British or French submarines happens to see a German air-ship out at sea, it promptly emerges and turns its gun or guns on the air-ship. And in every case the German has fled. When, on the other hand, a German submarine sees a British air-ship, it promptly submerges and stays there. Quite frequently a bomb from a British air-ship has resulted in a German submarine diving and remaining below permanently.

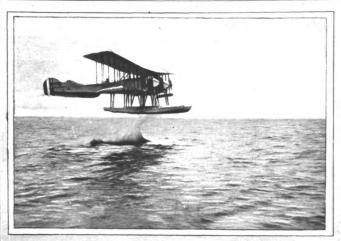
The difference in conduct is largely explained by the fact that, whereas a British sub-marine coming to the surface will be among friends and so can turn its attention to the airship, a German submarine on emerging is just as likely as not to find itself the prearranged target of a number of destroyers. So that the command of the surface of the sea by the British Fleet is of definite value to the

air-ships of the Allies. Apart from this particular use of air-ships, large or small, against submarines, there is little chance of an air-ship attacking a war-ship with success. Aeroplanes on the other hand, provided that they are of the right type, can be used with fair prospects of success against war-ships wherever found, and in almost any weather in which a fleet action could be fought. Aeroplanes used in attacking war-ships may fought. Aeroplanes used in attacking war-ships may be either ordinary shore-going machines, starting from aerodromes on land, or possibly launched from a ship's deck, or they may be seaplanes of the ordinary type—that is to say, ordinary aeroplanes fitted with floats to enable them to get off and alight on water; or they may be flying-boats, which are boat-like hulls, earried into the air by an aeroplane superstructure. They may attack either with bombs or with torpedoes.

It was announced by the British Admiralty in 1917 that in August 1915 a Short seaplane belonging to the R.N.A.S., piloted by Flight-Commander Edmonds, R.N., had sunk a Turkish transport in the Marmora. This announcement was made in con-sequence of the use of torpedo-carrying seaplanes by Germans against British merchant-ships in the

North Sea in 1917—be it said without much success.

As a matter of fact, experiments with torpedo-dropping seaplanes had been carried out on Southampton Water, in full view of foreign shipmen, for some time before and after the outbreak of war. Certain



SEAPLANE AS TORPEDO BOAT OF THE AIR: (1) A SEAPLANE CARRYING A TORPEDO FOR USE AGAINST ENEMY SHIPPING: (2) A TORPEDO STRIKING THE WATER IMMEDIATELY AFTER ITS RELEASE. The torpedo is carried between the floats, and is dropped into the water just as it would be from an above-water torpedo-tube. The photographs are reproduced from that remarkably interesting book, "The Work and Training of the Royal Naval Air Service," which was published recently.

patents in connection with this weapon stand in the paine of Commodore Murray F. Sueter, C.B., R.N.,
who was Director of the Air Service at the Admiralty
when war broke out. Experiments in the same
direction have been made in the United States, where Rear-Admiral Bradley Fiske, U.S.N., has patented sundry torpedo-dropping devices in combination with seaplanes. So far, the Germans and the British are the only people to use torpedoes launched from air-

craft in actual war.

The idea underlying the dropping of torpedoes from aeroplanes is that, instead of sending a destroyer with a crew of a hundred men or more within the range of the guns of big ships in order to launch a torpedo, it is much more economical to send a seaplane carrying one man—or at most two men—to do the same

work. Moreover, the big destroyer, operating on one plane and at a maximum speed of some 40 miles an hour, is very much easier to hit than is a small aero plane, manœuvring in three dimensions and travelling

By C. G. GREY,

plane, manœuvring in three dimensions and travelling at anything between 80 and 120 miles an hour.

As the seaplane approaches its target, the pilot "flattens out" as if to alight, releases the torpedo, which continues on its way—while the seaplane, relieved of a load of a good many hundreds of pounds' weight, quickly rises to a height at which it is impossible for the ordinary naval gunner to hit it.

The advantages of this method of attack are fairly

obvious. A seaplane and one man can do as much damage as a destroyer and its crew. Therefore, a big fleet of seaplanes could do immense damage among an enemy fleet of war-ships, es-pecially if those war-ships were at anchor and so offered an easy broadside shot. At the sametime the risks to the attacking air fleet would be very small compared with the risks of attacking with destroyers or other surface craft.

The other serious method of attack by aircraft against warships is the dropping of bombs from aeroplanes or seaplanes or flying-boats. In this form of warfare the target, which is the deck of the ship, is more difficult to hit than in the other case. A torpedo carries its own mechanism, which keeps it a certain distance below the surface of the water, and so the pilot of the aircraft is only concerned with giving it the right direction when it is launched.

To put it another way, a torpedo can only miss a ship by going ahead or astern of it, whereas a bomb may miss it ahead or astern or on either ahead or astern or on enner side, so the possibilities of error are at least quadrupled. Fur-thermore, a torpedo, if it hits a ship at all, blows a hole in it below the water-line and is bound to do serious damage; whereas a bomb hitting the deck may blow away a part which will not interfere with navigation.

Nevertheless, when operating against a fixed mark, as in the case of the stranded Goeben, it may be possible, by a continued series of attacks, to blow away all deck-hamper—such as fun-nels, bridge, deck-houses, and so forth—and thus render the ship unnavigable. Big bombs of the modern kind should also abolish the smaller guns and shatter or jam the turrets of the bigger guns. Consequently, where sufficient torpedo-seaplanes are not available, and where there are plenty of ordinary craft to be had, it is well worth while to attack war-ships with bombs.
One assumes that in the case
of the Goeben only small bombs

were available. A torpedo would have finished the affair in one shot.

A third method of attack, which partakes rather of the nature of a sport than of serious war, is to use machine-guns from fast aeroplanes or seaplanes against the smaller ships of war, such as destroyers, torpedo - boats, and patrol - boats. The fast - flying machine is hard to hit, whereas the machine gunner on board her can rake the sea-vessel from end to end With luck he may kill some of the as he flashes past. With luck he may kill some of the crew, and under favourable circumstances may knock out the helmsman and cause the boat to run ashore or collide with another. This result, however, is 50 problematical that such attacks can only be regarded as an interlude in the regular work of the day. The other two methods are serious war, and must ultimately become highly specialised branches of naval operations.

## WAR IN THE AIR: FEATS OF FRENCH NIEUPORT AEROPLANES.



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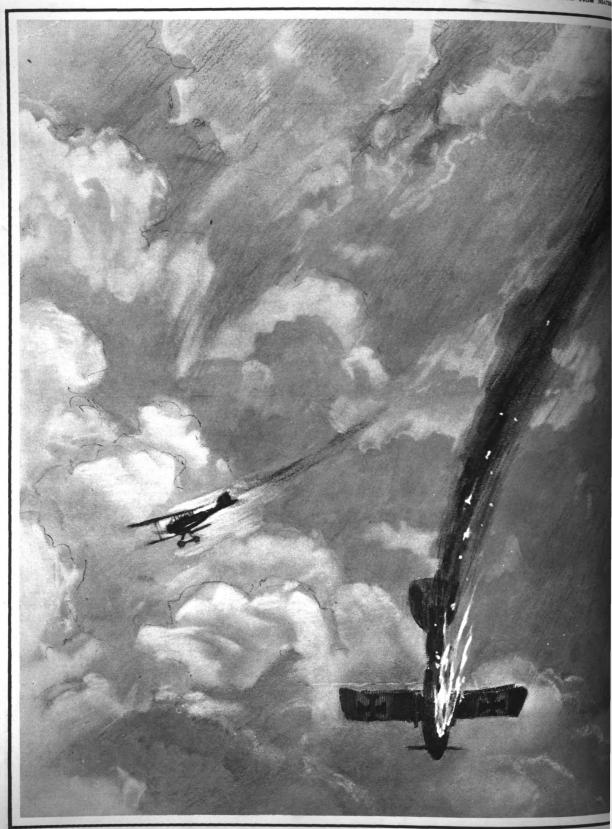
THE END OF A FRANCO-GERMAN AIR-DUEL: A NIEUPORT MACHINE SENDS AN L.V.G. CRASHING TO EARTH IN FLAMES,



GERMAN "SAUSAGES" FALL VICTIMS TO FRENCH AEROPLANES: NIEUPORT MACHINES DESTROYING ENEMY KITE-BALLOONS.

# WAR IN THE AIR: A BRITISH MACHINE "PIC

DRAWN FROM M.

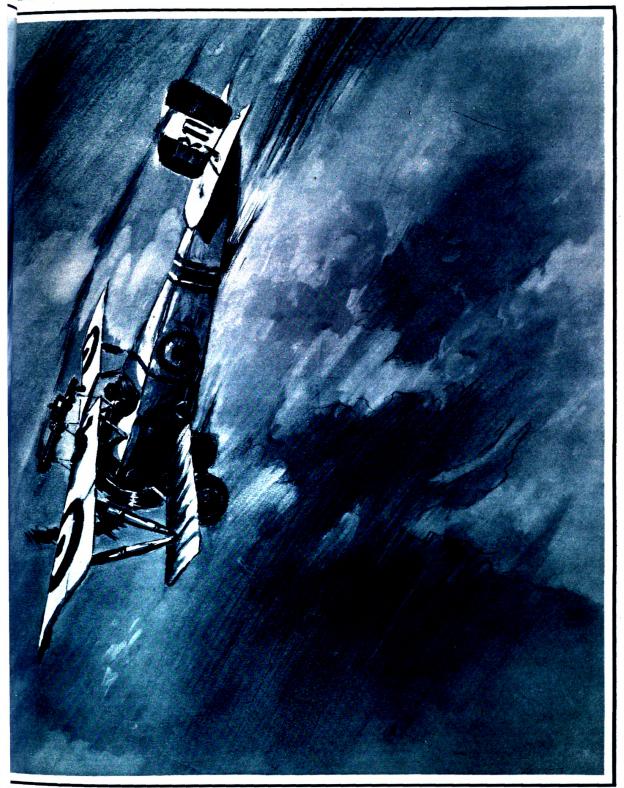


"I SHOT THE ALBATROSS": A BRITISH NIEUPORT SAVES AN OBSES

On the La Vacquerie front recently, one of our "Quirk" aeroplanes (seen on the left) was ranging for the Heavies, and carrying out a "destruction-shoot" on some energuns, when a German Albatross fighting machine attacked it. All seemed over when, like a flash of lightning, one of our small patrolling scouts, a British Nieuport (see

## A GERMAN "OFF THE TAIL" OF A COMRADE.

ED BY AN EYE-WITNESS.

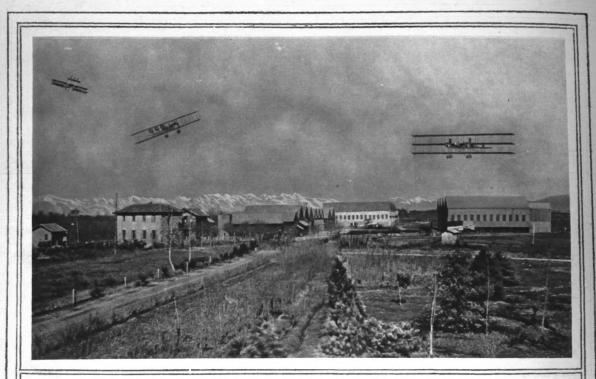


## G MACHINE FROM ITS GERMAN ASSAILANT IN THE NICK OF TIME.

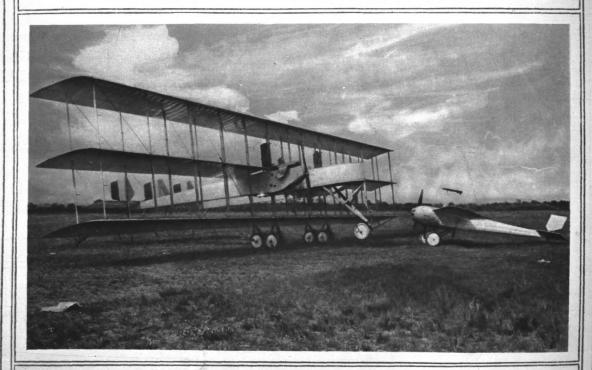
on the right) literally fell through the clouds on to the German's tail. The Albatross nose-dived to earth, and the Nieuport dived with it, both firing as they went. As they neared the earth the German burst into flames and crashed; while the Nieuport flattened out and climbed again to its normal altitude.—[Drawing Copyrighted in the United States and Canada.]

## WAR IN THE AIR: THE GIANT ITALIAN CAPRONI AEROPLANES.

PHOTOGRAPHS BY C.N.



TWO BIPLANES AND ONE TRIPLANE IN THE AIR: THREE GIANT CAPRONIS OF DIFFERENT TYPES IN FLIGHT.

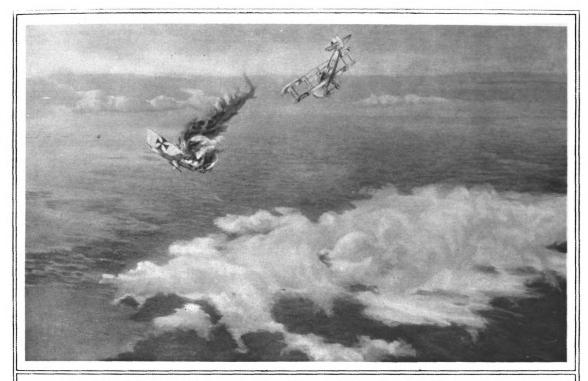


"DIGNITY AND IMPUDENCE"-A NEW VERSION: A GIGANTIC CAPRONI TRIPLANE BESIDE A DIMINUTIVE MONOPLANE,

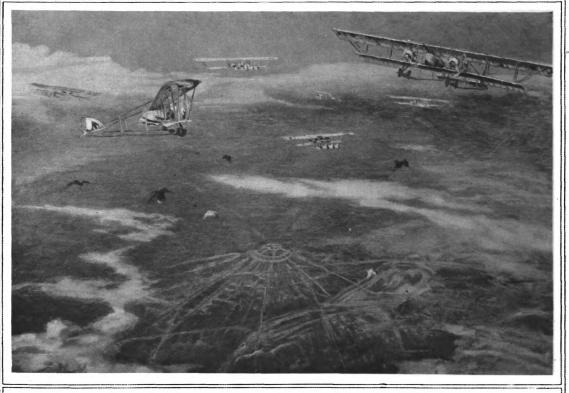
Much has been heard of the great Caproni aeroplanes, named after their Italian designer. They have done valuable service on the Italian front, "Regularly, day after day," wrote Mr. J. M. N. Jeffries not long ago, "huge Caproni biplanes sail out with tons of explosives and break the joints of the enemy's railways. . . . The size and power of

these Caproni machines is indeed so great that they can carry very weighty bombs of terrible efficiency. . . . Though one would think their great size would make them easy marks, the Capronis have provided the enemy with very few triumphs indeed. One with two engines out of action came home safely on its third and lateral engine."

## WAR IN THE AIR: A DUEL; A GERMAN TOWN RAIDED.

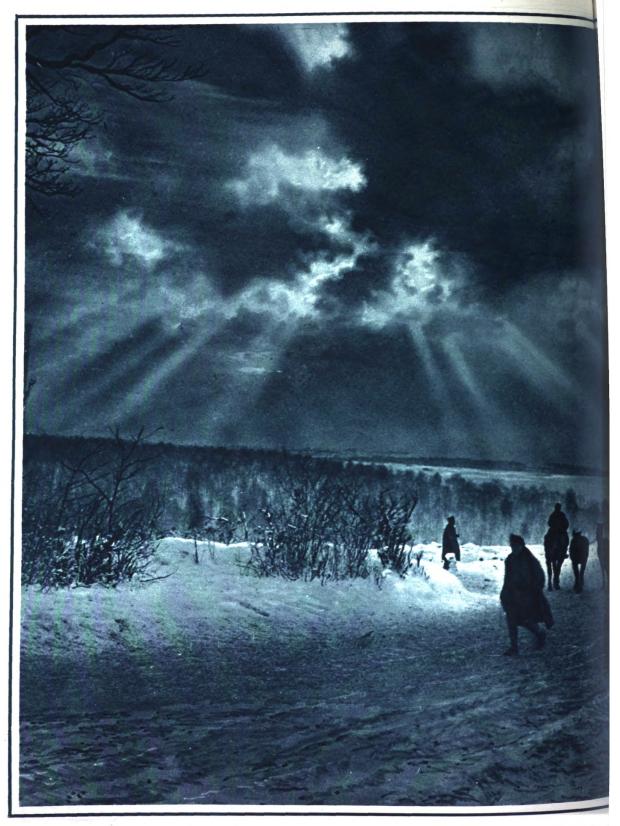


A FRENCH OVERLAND MACHINE VICTORIOUS IN A DUEL WITH A GERMAN SEAPLANE: AN EXPLOIT OVER THE CHANNEL.



ONE OF THE ALLIED AIR-RAIDS ON KARLSRUHE: A GROUP OF FRENCH DOUBLE-ENGINED CAUDRON AEROPLANES BOMBING THE CITY BELOW.

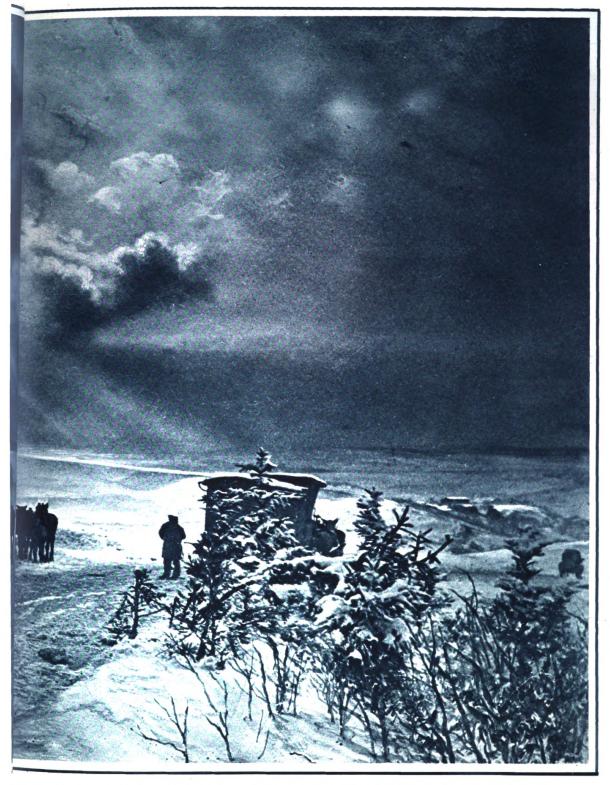
## A WINTER SUNSET ON THE HILLS NEAR VERDU



THE VERDUN FRONT IN ITS WINTER ASPECT: A PICTURESQUE PHOTOGRA

Snow generally imposes a lull upon military operations on any large scale, and the white landscape assumes a comparatively peaceful aspect. Yet signs of war are not absent at good impose on the roads leading to the Front. Transport of various kinds—wagons, ambulances, and so on—still goes on its way, and the ceaseless work of preparation continues.

## Was of war amid a snow-clad landscape.



SUNSET OVER THE SNOW TAKEN RECENTLY IN THE VALLEY OF BELRUPT.

dun front, since the German flame-attack that was beaten off last month, no movements on a large scale have been reported, although the communiqués have mentioned from time to be artillery activity at various points in the region of the Meuse, and occasional infantry actions of a minor character.



FOOD-HOARDING: ITS MEANING. FOOD-HOARDING by individuals, at a time when the community at large is faced with a serious shortage of food-which may

continue-becomes indeed a serious offence; and he

who pleaded extenuating circumstances for such a

breach of good citizenship would be likely to find that he had still further incensed his neighbours. One wonders how any among us can possibly offend in such a matter

Yet a little consideration will show that such conduct, reprehensible though it be, is yet explainable. Briefly, it is the outcome of a primitive instinct to ensure survival through times of stress; this instinct we still consider a valuable asset, as is shown by our approval of such as make provision for a "rainy day" in the form of a balance at the

But, as members of a civilised community, we are expected to be more than creatures of "instinctive impulses." We pride ourselves on our powers of "reasoning"—wherein, indeed, we differ from the "beasts that perish." A very little reasoning will suffice to show that these two forms of providing against times of adversity are not on the same plane. For, in saving up money against

illness or old age, we are not only taking steps to ensure comfort, but also to relieve others of the food, when the supply

is limited, we are stealthily robbing others of the means of life to secure survival for ourselves. The " food-hoarder." in short, shows a keen appreciation of the discomforts of hunger. and at the same time a callous indifference to the fate of his neighbours faced with the same dismal prospects as himself. He lacks the spirit of Sir Philip Sidney - he is not led to say with him, "His need is greater than mine." But it does not follow that all "foodhoarders" are moral degenerates. For the most part, they are to

be regarded as people who have not cultivated the habit of thinking about the consequences of their actions. They are rather to be regarded as creatures of instinct who "act as the spirit moves them," and think afterwards, if the "spirit" should happen to have landed them in unexpected difficulties-as so often happens: Thinking

SCIENCE & NATURAL HISTORY



is a great bore to some people, and they rather pride themselves in proclaiming this, as though it conferred an enviable distinction!

The instinct to provide against times of foodshortage is displayed by many of the lower animals such as live in regions periodically subjected to suspension of vegetative growth, caused either by cold or heat. Thus the paca, or tail-less hare of Siberia. accumulates enormous quantities of grass, which is piled up in the neighbourhood of its burrow like



SCIENCE MILITANT: A MOTOR BACTERIOLOGICAL LABORATORY WITH ITS PORTABLE ANNEXE BUILT OUT FROM THE CAR. .

the two photographs on this page illustrate a motor bacteriological laboratory recently protein the War Office for the use of the British Army Medical Department by Mr. Henry S. We under of the Wellcome Bureau of Scientific Research. The body of the car and its creatherproof annexe form a self-contained and fully equipped laboratory measuring 219

The annexe and fittings can be readily assembled and packed on the 3-ton chassis.

miniature haystacks. As these animals live in large stores of communities, the supplies thus laid up are consider-



habits in this respect. The lastnamed passes the spells of real wintry weather in a state of profound torpor, awakening, as the temperature chances

to rise, to partake of a meal. The squirrel, on the other hand, can hardly be said to hibernate, though it is popularly supposed to do so. But it is most. persevering during the autumn days in storing up a supply of nuts of various kinds for use when the

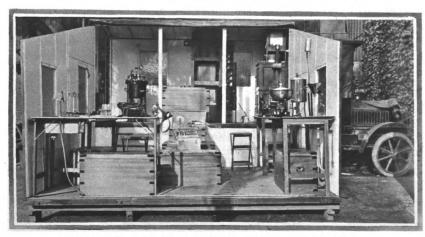
ground lies deep in snow, when the hunt for scattered nuts is made impossible, Its stores, however, are spread over a wide area, and commonly number so many separate hoards that many are forgotten.

Among birds there are but few species which have developed the habit of storing up food against times of scarcity. Some of the woodpeckers afford the best instances of the kind. The Californian woodpecker, for example, will band together in considerable numbers, and, selecting an oak-tree suitable to the purpose, will proceed to riddle the bark with holes. This done, they set to work to collect acorns, which are thrust into the holes and there they are left for some time - apparently till the nuts have become the nidus of insect larvæ. At irregular intervals parties return to the tree to inspect the store, and when all is ready the whole of the original band return to the feast. The red-headed woodpecker of Indiana similarly collects great

beech-nuts. But these are deposited in natural crevices and cavities in trees, clefts in charges for our maintenance. But in storing up able, and are plundered by the sable-hunters for their gate-posts, and even the thatch of houses. But

they also store live grasshoppers after the method of the Californian woodpecker in regard to acorns, forcing the wretched insects into crevices of the bark, and, leaving them till a convenient season. In this they recall our " butcher - birds," shrikes, which impale mice, small birds, and beetles on thorns, forming thus the " larder " sometimes seen in our hedgerows. The larder of the shrike, however, is but a temporary store, for this bird leaves us for the winter, which is passed in Africa.

These instances are



WAR ON CERMS DIRING WAR WITH CERMANY. THE INTERIOR OF THE ANNEXE OF A MOTOR BACTERIOLOGICAL LABORATORY.

horses. Our own wood-mouse stores up in its burrows beech-mast, nuts, corn, peas, and beans by the pint. The hamster of the Rhine, and in Siberia, makes most elaborate burrows for its winter quarters, containing both a sleeping-chamber and "granaries," which are well stocked with corn. The squirrel and the dormouse, with us, are well known for their provident really comparable, when comparison is made with human conduct, rather to the saving for sickness or old age than to the action of those who strive to secure their own safety in times of stress at the expense of their neighbours who, from altruistic motives, refrain from taking more than their fair share of the common stock. W. P. PYCRAFT.

## "Never gallop Pegasus to death."—POPE.



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## INDOOR WORKERS.

When lack of exercise, excessive brain power or nerve strain make you feel languid—tired—depressed—a little

# 'FRUIT SALT'

in a glass of cold water will clear your head and tone your nerves.

This world-famous natural aperient gently stimulates the liver, the body's filter. With this important organ working properly the blood becomes pure and the nerves normal. Sound refreshing sleep, a clear brain, and good digestion are sure to follow.

It is pleasant and convenient to take, gentle in action, positive in results. The safest and most reliable digestive regulator.

Remember that 'FRUIT SALT' has for upwards of forty years been known by the Trade and the Public to mean the saline preparation of J. C. ENO, and no other.

BEWARE OF IMITATIONS. WHEN YOU ASK FOR 'FRUIT SALT' SEE THAT YOU GET IT.

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#### A Valuable Suggestion.

Send a tin of "Ovaltine" to yo Soldier or Sailor Friend, whether Camp, at the Front, in Hospital or board Ship.

Nothing could be more acceptable, as "Ovaltine" provides the most nourishing and sustaining food-drink possible. As a restorative in fatigue there is nothing to equal it.

There is no tass or trouble in making—
"Ovaltine" is simply stirred into bot
water, and a little condensed milk may
be added if desired.

Include a tin of "Ovaltine" in your next parcel, or ask your chemist to pack a tin ready for posting.

OVALTINE

Overwork, worry and concentrated mental effort cause excessive wear and wastage of the nerve cells, which frequently results in nervous breakdown. To guard against this, extra food must be supplied to re-build the worn-out cells.

Nothing is quite so good as "Ovaltine" for this purpose, as it contains just the food elements necessary — in a light, concentrated and easily digestible form—to restore the nerves and meet the extra demand on the system.

"Ovaltine" is a concentrated extraction of Malt, Milk and Eggs, Cocoa flavoured, and makes a delightful beverage, which is taken between and with meals, instead of the usual tea, coffee and cocoa.



Sold by all Chemists and Stores at 1/4, 2/3 and 4/FREE TRIAL SAMPLE and Description Booking on
receipt of 124, in steams for passage and packing.

A. WANDER, Ltd., 24, Cowcross Street, London, E.C. I Works: King's Longley, Horts.

## FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY SWAINE, RUSSELL, C.N., WESTON, LAFAYETTE, GILL, AND HOWE.



## THE LONDON CITY AND MIDLAND BANK

Subscribed Capital, £24,906,432 0 0 Paid-up Capital, £5,188,840 0 0 Reserve Fund, £4,342,826 0 0

DIRECTORS.
Sir EDWARD H. HOLDEN, Bart., Chairman and Managing Director, WILLIAM GRAHAM BRADSHAW, Esq., London, Deputy-Chairman.

WILLIAM GRAHAM BRADSHAW, Esq., London, Deputy-Chairman.

The Right Hen. LORD AREDDALE, Leeds. See PERCY ELLY BATES. Bart., Liserpool, ROBERT CLOVER BRAZLEY, Esq., Liverpool, The Right Hen. LORD CARNOCK, G.C.B., London.

The Right Hen. LORD CARNOCK, G.C.B., London.

FREDERICK HYNDE FOX, Esq., Liverpool, REMORTH DESCRIPTION OF THE PROPERTY OF THE PRO

HEAD OFFICE: 5, THREADNEEDLE STREET, LONDON, E.C. 2.

Joint General Managers: J. M. MADDERS, S. B. MURRAY, F. HYDE, E. W. WOOLLEY.

LIABILITIES AND ASSETS, 31st December, 1917. IS, 31st December, 1917.

By Cash in hand (including Gold Coin 27,000,000) and Cash at Bank of English and Cash at Bank of English and at Short Notice

War Loans, at Cost (of which 2408,418 10s. is lodged for Public and other Accounts) and other Helish Government Securities Stocks Guaranteed by the British Government Securities Stocks duranteed by the British Government, India Stocks and Indian Railway Debentures

British Railway Debenture and Preference Stocks.

British Corporation Stocks

Colonial and Foreign Government Stocks and Bonds Sandry Investments.

Bills of Exchange 22 10s. Od. per Share on 2,075,536 Shares of £12 each 5,188,840 0 0 44,110,353 13 10 " Reserve Fund ... ... 4,342,826 0 0 31,003,560 9 9 "Dividend payable on 1st February, 1918 .... 350,246 14 0 Ralance of Profit and Loss 788.785 5 8 10,615,697 19 8 33,116,534 13 6 " Current, Deposit and other 220,551,768 9 5 Acceptances on account of Customers ... ... 181,789 10 0 8,826,865 17 6 1,774,673 4 2 660,352 18 0 521,463 5 10 35,052,991 17 10 146,421,719 12 4

£289,994,882 6 7

PROFIT & LOSS ACCOUNT for the year ending 31st December, 1917.

o Interim Dividend at 18 per cent. per annum to June 30, 1917, less Income Tax .... Dividend payable on 1st Feb-ruary, 1918, at 18 per cent. per annum, less Income Tax eserve Fund for Contingen-cies cies and Bonus to Staff serving with H.M. Forces and Bonus to other Members of the Staff ... Balance carried forward to next account ...

By Balance from last Account ...
, Net profits for the year ending
31st Becember, 1917, after
providing for all Bad and
Doubtful Debts ....

243,538 5 10

£2,211,254 8 10 EDWARD H. HOLDEN, Chairman and Managing Director.

W. G. BRADSHAW, Deputy-Chairman.

REPORT OF THE AUDITORS TO THE SHAREHOLDERS OF THE LONDON CITY

In accordance with the provisions of Sub-section 2 of Section 113 of the Companies (Consolidation) Act, 1908, we report as follows:—

The accurance with the provisions of Sun-Section 2 of Section 113 of the Companies (Consonance) (Acc., 1927), report a follows: A translated the above Balance Sheet in detail with the Books at Head Office and with the certified Returns from the State of the Consonance of the Conson

THIS BANK IS THE PROPRIETOR OF THE BELFAST BANKING COMPANY, LIMITED.

## TRY IT IN YOUR BATH 🥆





# SCRUBB'S GLOUDY AMMONIA

. - DOMESTIC PURPOSES . .

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The public are cautioned against the many injurious imitations of "Scrubb's Ammonia" that are being offered, and attention is drawn to the signature of Scrubb & Co. on each bottle, without which none

3CRUBB & CO., LTD., CUILDFORD STREET, LONDON, S.E.



The Whisky de Luxe

Owing to Government Restrictions the proprietors of 'Premier' cannot meet all demands. But they can guarantee that 'Premier' absolutely retains those characteristics which have made its old time reputation - chaste quality: wonderful delicacy: great age.

WRIGHT & GREIG, Ltd., Distillers, Glasgow and London.

#### NEW NOVELS.

"Our Little Kingdom."

"Souns London sa a city of two million people without a cathedral, a picture gallery, a public library, or a park; and though that indictment no longer holds true, it is still, of the great towns of the world, probably one of the most poorly furnished with public buildings and endowed institutions. All the more credit, therefore, to Mr. Creswick's young people, who did find some sort of culture for themselves, and who were shaped, more by the Englishman's sense of self-respect than by any guidance of the city or the State, into decent and useful citizens. The tone of "Our Little Kingdom." is entirely wholesome, and, believing it to be true to life, we can recommend the book to those who may wish to see, through the eyes of one who loves them, the South Londoners' battle with the changes and chances of life.

"Young Madam."

See, through the eyes of one who bets and chances of life.

"Young Madam A novel written round the East End at Clapp's." An improving air, "Young Madam at Clapp's." An improving air, "Young Madam at Clapp's." (Hutchinson) is on the side of the angels, first, last, and all the time. It is ingenious, and both its East Enders and its Society ladies; are characters wholly without subtlety, but—well, the fact is, that, for all its faults, we can applaud the spirit of "Young Madam at Clapp's." Mrs. Baillie Saunders is so intensely in earnest that she contrives to impart life and vigour to figures grotesquely overloaded with the peculiarities of their type. It is difficult to read of Father Ingold without conjuring up the mental vision of a prig, or to see Marion apart from a really atrocious mouthing of words and phrases; but it would be much more difficult to lay aside, unread, Mrs. Baillie Saunders' vivid account of their clash, their harmony, and their union.

The plot hinges upon the will

of old man Clapp of Shadwell, who made money in those parts, and left it, conditionally, to the descendant who should live in his house by the Commercial Road, and marry a denizen of Shadwell. Marion, of high degree (though she knew it not), came to the East of London, an agnostic and a spinster, and left it a devout Churchwoman and the Rector's bride. How it all happened, we advise people in search of a good story to discover for themselves.



ON THE WESTERN FRONT: REPAIRING SHELLS AT A "DUMP." Official Photograph

"My Two Kings." Mrs. Evan Nepean's admiration of her Stuart kin finds ample expression in "My Two Kings" (Melrose). Mrs. Nepean postulates her former existence, in the person of Charlotte Stuart.

a cousin of the King, at Charles the Second's Court. She is a whole-hearted loyalist, and makes no bones about condoning the weaknesses and glorifying the personalities of Charles and the young Duke of Monmouth. She does not include James II. among the objects of her devotion, and her attitude towards him is reciprocated by his dislike of her. The light of Charlotte Stuart's days went out when Monmouth died. It need scarcely be said that it is not the Court of Grammont that comes through to us, nor the London of an unexpurgated Pepys. Charlotte Stuart was a gentle lady, modest and refined, and she sets down nothing of the traditional sensualist we know as Charles II., a character which would probably have repelled an essentially virtuous woman. Nor, for that matter, does she show us Charles as the patron of science. Her Whitchall is a world of gallant gentlemen in fine feathers, who dance and merry-make, and chat more or less harmlessiy with the ladies. Mrs. Nepean's recollections of her other incarnation are vague about her husband and son, who do not figure in the history or the memoirs she has studied in the present life, and remarkably distinct about the beautiful Monmouth and the melancholy Charles. Her "woman's memory can evidently carry forward the smallest details of a dress across two hundred years of oblivion. "My Two Kings" is a pleasant apologia for Charles and his first-born, and a rather striking example, in quite the Chinese manner, of ancestor-worship.

In these trying times, when the majority are finding that they have nerves, the question of the beverage to be drunk daily should be carefully considered. But these are also busy times, and it is satisfactory to know that the question of table waters is capable of safe and agreeable solution by the use of "Malvernia," a British table -water of indisputable merit, and a record of nearly three centuries. The name of the house supplying it, W. and J. Burrow, Ltd., The Springs, Malvern, is in itself a guarantee of excellence. Pure and sparkling, it is bottled from the historic St. Ann's Spring, Malvern. The water is of remarkable purity. The keynotes of its quality are purity and softness, and it can be obtained at stores and of chemists, etc., everywhere, but, in the event of any difficulty, Messrs. W. and J. Burrow, Ltd., should be written to. "Sparkling Malvern" is especially good for sufferers from gout and rheumatism, and "Malvernia" is an ideal table - water. Moreover, it is inexpensive.

Tis Vib



ON THE WESTERN FRONT: TROOPS ON THEIR WAY TO THE BATTLE-AREA BY BARGE. Official Photograph

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4-oz. TINS 3/6

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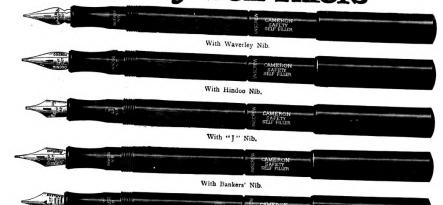
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No need of separate filler. The Cameron is complete and self-contained.

The Waverley Nib, with firm yet flexible action and gliding point.
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This Range of

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The Bankers Nib, finer than the others, flexible and easy. The Normal Nib, for all those who have not formed an attachment to the others. Price with Waverley, Hindoo, "J Bankers or Normal Nib, 15/-.

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make it worth while trying; with a little persistence you'll discover some of the small supply avail-able for "Civi" wear.

Soldiers can Officers and men can usually obtain Dri-ped easily. Many repairers get Dri-ped have Government permits enabling them to get stocks for naval and military work.

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Get this booklet free. Write now on a postcard for interesting free booklet "About the Diamond Sign of Double Wear."



THE SUPER-LEATHER FOR SOLES.

hat cheerful spirit which goes hand in hand with

#### LADIES' PAGE.

FINE, heartening, but absolutely lying tales are cheering the spiteful enemy about the terror inspired in Londoners by air-raids. The hideous German natures, believing themselves safe from reprisals by reason of our incapacity, moral or physical, for such retaliation, chortle in their glee, less at the idea of the babes murdered in their gradles, the quiet civilians and the gentle women maimed or killed, than at the silly notion of our universal fright. Not so much at the thought of a hundred or two killed and wounded do they rejoice as at the sweet vision they evoke of all London rushing into dank cellars, and all our ordinary life abruptly stopped by our millionfold fears. Far, far otherwise, O Hun is the truth. The crowd that does rush for shelter is in a microscopic proportion composed of the still absurdly large alien population in our Metropolis. English mothers very properly seek shelter and safety for their children; but the average, the common or garden Englishman and Englishwaman, displays a cool, calm courage that is really remarkable. Very keen regret is in many hearts the while, but panie terror—ac on plete stop in life's business to hurry to shelter—not a bit of it. You flatter yourselves, O Huns! in this found notion.

Here is a quotation from a private letter, written with no thought of publication, and therefore giving a faithful, unvarnished picture of London during an air-raid. The writer is Miss Irene Miller, known both as a novelist and journalist. She says:—

air-raid. The writer is Miss Irene Miller, known both as a novelist and journalist. She says:—

"I couldn't send you a card last night to say we were all right, for long before the 'All Clear' signal was given we were all in bed and sound asleep. The 'All Clear' bugles just aroused me slightly, but only for half-ase-ond. I was dining at the Club when it commenced. The guns sounded very close, but nobody took any notice—nobody does now! The diners went on dining, the waitersses went on waiting, and when it came to the speechifying, the speakers went on speaking—though I do think it must have been a bit of an ordeal to make a speech with that hubbub outside. It was a very nice little meal. First soup, and then an entite; something 'a la belle Otero,' which was baked potato with the top cut off, the contents mashed and mixed with cut-up oysters, and put back again and re-baked for a few minutes. Then turkey—plenty of it, with potatoes and sprouts; then what they called Italian pudding, made of a thin sort of macaroni with preserved cherries, very nice; and dessert. On the back of the toast-list was reproduced the cartoon from this week's Punch (Jan. 3)—one of Bernard Partridge's beautiful figures, attired as a knight-ess, on the top of a height, holding a banner marked 'Woman's Franchise,' and entitled, 'At last!' It was said he was there; but I didn't see him. . . . It was a bit of a job to get home afterwards, for the raid was not officially over, though



A DISTINCTIVE OUTDOOR COSTUME.

This is made of black satin. The collar and basques, which are longer at the back than in front, are of black-and-which check. The stockings follow out the scheme of the dress.

we had heard nothing of it for about an hour (it was twenty to twelve now). So I went in the Tube. There were a lot of people taking shelter there, sitting about on the steps and platforms, but hundreds more were just going home in the ordinary way. The trains came along packed full, and they seemed running quite frequently. Lots of those taking shelter weren't really terrified, I know, for they were loving couples, making it a sort of Hampstead Heath on Bank Holiday. Each soldier and his girl spread a newspaper on the platform, sat down, and leant against the wall, with their arms around each other's necks and their heads on each other's shoulders (so to speak). There were little groups of such, on the giggle, and enjoying themselves immensely; and, of course, Mother couldn't soold if one stayed out with one's best boy, and explained that it was all the Air-Raid, could she? The firing recommenced very noisily after a while; and there were quite a lot of people out, but nobody took any notice, and when I got home the family were all comfortably in bed."

A great response is being made to the Duchess of Mariborough's appeal for jewels for a Fund to maintain Infant Welfare Centres. Large numbers of ladies are sparing some of their ornaments to be sold to help the babies of poor mothers to live. One of the most tragic features of our ordinary social life is the large infant mortality. It has been quite the custom to ascribe all these deaths to 'the ignorance and incapacity of the mothers,' but this is most unjust. Children born with tainted constitutions cannot live, and infantile diseases, such as measles and whooping-cough, which find their way to the most sheltered and tenderly cared-for infants, cause a considerable part of the deaths. Above all causes, however, is sheer poverty; lack of wholesome surroundings, and of the food, always rather costly, that is alone suitable for young children.

Ignorance, in truth, exists amongst mothers, but if the Infant Life Centres did no more than try to instruct the poorest mothers about what they ought to do, the results would probably not be great. But the Duchess of Mariborough and her coadjutors do more than talk. They actually provide the milk (mostly now in a dried form) that the babies need, and also other kinds of helping food-stuffs, either free of charge or much under shop prices. They maintain crehes, and have free and sympathetic periodical inspections of babies, with skilled advice and any necessary material help ready for them directly they are found to be at all unwell. In short, the Centres are doing most valuable work, and any ladies who can spare a piece or two of jewellery cannot do better than donate it for this most womanly purpose. The Duchess has arranged for a show of the jewels already given at Selfridge's during the week beginning Feb. 16, when her Grace, with Lady Henry, the Hon. Sec., and other members of the Committee, will be in attendance to receive personally further gifts of jewels or money.



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Do not let Grey Hairs appear.
Restores Grey or White Hair to its original colour, where the glands are not destroyed. Prevents Dandruff, and the Hair from coming out. Restores and Strengthens the Hair.

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and every other theatre of war, nearly 800 centres in all, including about 220 under shell-fire on West Front.

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CHEER AND COMFORT FOR THE MEN WHO ARE GIVING THEIR ALL FOR US. HUTS COST £500, TENTS £300, fully equipped.

PEARLS Your MOUTH.

our teeth can be made whiter and more beautiful—decay can be prevented— tartar can be removed—simply by the daily use of

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"For Your Teeth."

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PEDIGREES ENGROSSED AND EMBLAZONED. Scals, Rings, Dies, Book-plates (ex-libris) Engraved.

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### THE CHRONICLE OF THE CAR.

An Excellent Scheme.

Several of the largest firms in the motor trade, notably Daimler and Talbot, have had in operation for some modification of the same scheme of things for the teaching and encouragement of scientific engineering and production. Most of these systems have depended initially on entrance examinations, in order that the fittest among the youthful aspirants might be selected from the mass; while some have been worked on the premium basis. So far as I know, no attempt has until now been seriously made to take in hand the technical education and general physical and moral welfare of the boy employees of the motor trade. Of course, it has only been since the war that boy-labour has assumed proportions which have made it necessary for any large scheme to be initiated; but now, in view of the very large number of youths who are employed in the great motor and engineering factories, it has become

scheme under which the lads in their employ are divided into two classes—skilled and unskilled. Those in the first section are to receive a special training in one of the skilled trades, subject to the parents agreeing to keep the boys in the firm's employment until twenty-one years of age. Classes will be held in the works during factory hours, and instruction given in general subjects—such as elementary mathematics, drawing, and so on. After the boy is seventeen, more technical subjects will be taught, suitable to the vocation the youth intends to follow; and a careful record of his history and progress will be kept, so that his standard of ability and attainments will be ascertainable in a moment. Naturally, it is not possible to deal with the unskilled section on precisely similar lines; but the B.S.A. Company takes the correct view that a great deal can be done by giving these lads something more to live for than their mere work. With this in view a large gymnasium has been equipped, under the supervision of a qualified instructor, in which the boys are taught Swedish drill and gymnastics. These are not war measures, but are intended to be permanent adjuncts of the B.S.A. works—and excellent adjuncts at that. Indeed, there is a good deal to be said for making similar welfare schemes compulsory.

juncts at that. Indeed, there is a good deal to be said for making similar welfare schemes compulsory in all great factories. Not only would they result in giving us happier, healthier boys, but they would undoubtedly tend to ensure that those boys who have ambition and a desire to make good in the business would have some sort of certainty that their efforts to rise would receive recognition. Improved factory conditions have done more than any fixed rules to en more than any fixed rules to encourage employees to maintain workshops in a healthful condi-tion; and there can be little doubt that, by training the boys who will be the workmen of to-morrow inbetter habits, a still further great improvement will result. It is more than probable that other great manufacturing concerns will follow the lead thus given; but, as I have already said, there is more than a little reason in the argument that the adoption of a similar welfare scheme should be made compulsory in all factories where more than a certain minimum number of "young persons" are employed. Nor does there seem to be any less necessity for establishing on a permanent basis welfare schemes for girl workers. The war has brought about a very large increase in the number of girl workers, and there seems no reason to that, by training the boys who will



A PRESENTATION PORTRAIT: SIR FRANK BOWDEN.

It is more than usually gratifying in these strenuous times to find Capital and Labour on such good terms as they are in the Raleigh Cycle Company, of Nottingham, where the two thousand employees have just marked the serentich birthday of Sir Frank Bowden, and the thirtieth year of the Company, by the presentation of his portrait. Sir Frank himself signalised the occasion by a gift of ¿2000 to the local hospital, and ¿tooo to the Satation Army. In accepting the presentation, Sir Frank Bowden made a kindly and sympathetic speech, in which he remarked that nothing could be so gratifying to an employer as to find such appreciation from those who had worked with him.

doubt that a great proportion of that increase will be a permanency. If that should be so, then somedoubt that a great proportion of that increase will be a permanency. If that should be so, then something of the sort will have to be undertaken. I know that "welfare superintendents" are attached to all munition works in which women are at all largely employed; but that is at present a temporary arrangement which should be, and must be, put on a permanent basis if the present conditions—modified, of course, by the return of a large number of men to their normal occupations—are to continue

Books for Prisoners of War.

Study they may be better fitted on their return to enter

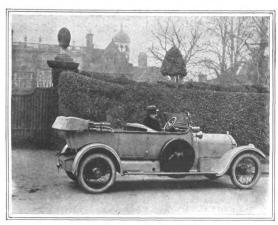
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A BIT OF LEAFY WARWICK: A FAVOURITE CAR. One of the popular 16-20-h.p. Wolseley touring-cars is shown in our photograph, passing through a pretty road at Castle Bromwich.

clear that if we are to educate and improve these lads into really useful artisans and citizens their welfare, Apart from their actual working conditions, ought to be taken in hand. The Birmingham Small Arms Company has inaugurated a

Severity of Service Short but severe journeys are those which the Red Cross Ambulances have to perform out on the battle fronts. They have to plough their way over the very remnants of roads—shell-thrashed beyond recognition, and in the winter reduced to swathing mud streams by incessant rains.

Such is the test which BEA

ambulances have had to face and endure for three years. Suffice it to say that many of the original Sunbeam Ambulances are still in service.

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have the enthusiastic praise of our airmen everywhere for their efficiency and endurance, who regard them as a factor in the maintenance of Allied air supremacy.

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sson's Cleaner.

Australian Address: 379, KENT STREET, SYDNEY

Petrol Economy with the

## CLAUDEL HOBSON **CARBURETTER** PROVED!

Read this extract from the "Commercial Motor," 8th March;

Nead on extract from the Model," 8th March," 8th March, and the Consuming an average of 52 litres per 100 kilom, while the French Iorries averaged from 30 to 32 litres. It was therefore decided to scrap the American carburetter in favour of one of French make. AFTER A PUBLIC COMPETITION, CLAUDEL-HOBSON SECURED THE CONTRACT.

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on civilian duties. Specially needed are works on factory engineering, the metallurgy of iron and steel, Diesel and scmi - Diesel engines, "Balancing Engines" (Dalby), "Theoretical, Applied, and Experirental Mechanics" (Pullen), modern workshop practice, oxy-acetylene welding, the management of dynamos, automatic tools, turning, pattern-making, the practice of electric-wiring, electricity, the sleeve-valve engine, and automobile engineering. Doubtless many of the readers of these notes have such works by them, or, even if they do not actually possess them, are anxious and willing to help so good a cause. If such will forward works of the character indicated or donations in money to Mr. A. T. Davies, C.B., at the Victoria and Albert Museum, South Kensington, they will be greatly appreciated. Kensington, they will be greatly appreciated.

The balance-sheet. The balance-sheet. Triple x Safety Glass Company, which is just to hand, discloses a net profit on the year's trading of \$20,133 7s. 1d., out of which the directors recommend the paynent of a second dividend of oper cent., making 10 per cent. for the year, leaving a balance of \$£12,502 to be carried forward, against excess profits and other contingencies.

A New Height A we height world's A New Height Record.

23,048 feet, with passenger aboard, attained in I hour 3 minutes, has been established

3 minutes, has been established by Flight-Lieut. Francesco Brak-Papa. of the Italian Army, on a Sia-Fiat biplane. The flight was made from the Turin aerodrome on Dec. 14 last, the machine carrying a useful load of 792 pounds, and being officially controlled. The rate of climbing was as follows: 3280 feet were reached in 2 minutes; 30 seconds; 6561 feet in 5 minutes; 98.22 feet in 2 minutes; 13,123 feet in 15 minutes; 10,400 feet in 24 minutes; 10,685 feet in 37 minutes 30 reconds; 21,325 feet in 45 minutes; and the maximum height of 23,048 feet in just over the hour. This record performance was made with a 300-hp, six-cylinder Fiat water-cooled engine, of the same type as the one used for the flight from Turin to London. The previous height record with a passenger was 21,161 feet. The previous height record with a passenger was 21.1 and was also held by Flight-Lieut. Brak-Papa.—W.

#### "WITH SILENT FRIENDS."

ESSAYS are not, as a rule, a popular form of literature as compared with fiction or reminiscences, yet there is a type of essay—brief, intimate, gossipy—which, like the

blinded in the war. The book opens with a number of essays on this most appealing subject, on which the author writes with deep insight and sympathy. The rest of the papers, as already mentioned, treat of many different matters, both serious and light, bearing on daily life, with the personal and human side always prominent. The author tells us that the essays are "an expression of variety meeter."

always prominent. The author tells us that the essays are "an expression of various moods and ideas which have sprung from the perusal of certain books"—hence the title—but, as a matter of fact, they have sprung also from a keen study of human nature, and they are will summed up in the publisher's phrase, "essays in everyday philosophy." As the reader proceeds through these amusing and provocative pages, the conviction gradually grows that the essayist is a "man" of the same type as George Eliot, Currer Bell, or John Oliver Hobbes—in other words, "Mr. Richard King" (admittedly a pseudonym), we would not mind wagering, is a woman. This hypothesis, based entirely on internal evidence, adds to the reader's pleasure derived from the book itself a natural curiosity as to the identity of the author—a secret which perhaps time will reveal, as time usually does in such cases. Not the least arresting of the essays are those dealing with married life and the domesticities in general—a subject on which the writer

the tank the work of the writer holds sensible and unconvenient the work of a modern poet—"The small ions wear us down." attritions wear us down.

ON THE WESTERN FRONT: TOMMIES EXAMINING A GERMAN GUN-IN THE BACKGROUND, THE TANK WHICH PUT IT OUT OF ACTION .- [Official Photograph]

talk of a genial friend, can be highly entertaining. Of such a kind is a little book called." With Silent Friends." by Richard King (Jordan Gaskell), which, consists of extracts from articles reprinted from a weekly contemporary. They possess to some extent the characteristics of ephemeral work, as the author modestly points out in the preface, but for all that they were well worth preserving in book form. They range discursively over a wide diversity of subjects in an easy and agreeable style, marked by shrewd commonsense and the indispensable quality of humour. The preface is dated from St. Dunstan's Hostel for Blinded Soldiers and Sailors, and the author's profits on the first 5000 copies of the book are to be devoted to Sir Arthur Pearson's fund for the children of soldiers and sailors

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No. 4113. - VOL. CIII.

## SATURDAY, FEBRUARY 16. 1918.

NINEPENCE.

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HONOURING THE FALLEN ON THE AMERICAN FRONT: THE BURIAL OF THE FIRST UNITED STATES SOLDIERS KILLED IN ACTION IN FRANCE.

he heroic soldiers of the United States, who are coming over in hundreds of thousands
of fight in Europe for the liberty of the world and the safety of democracy, have already
stun to pay toll to death for their patriotic sacrifice. Not only in the trenches, but
on the high seas, where the lurking submarine menaces their transports, American troops
are suffered—in the "Tuccania" On the management of the submarine menaces their transports, the submarine menaces the

1

#### THE THREATENED GERMAN OFFENSIVE.

considering the anticipated German offensive in the West, there are two separate and distinct aspects to be taken into account. One of these, the material, is very frequently discussed from every angle of view; but the other, the moral, is seldom referred to by critical writers on the war. And yet this second aspect is in many respects almost equal in importance to the other, especially when we bear in mind that it has been said, with considerable truth, that it is the nation whose nerves hold out best and longest that will be the victor in the world struggle There is no doubt that the moral effect of anticipation is making itself felt among the peoples of the Allied nations, and, if we could know the truth, very probably to a much greater degree in Germany with far more justification in the latter case.

So far as the people of England are concerned, the effect is observable in a certain disposition towards nerve-tension—which, be it said, is a very different thing from "nerves," as we understand the term— inseparable from the condition of waiting passively for the opening sounds of a conflict which will almost inevitably prove to be the most colossal clash of arms in the whole history of war, ancient and modern

It seems to me that there is a question which it is as well should be asked and answered, in order that we should not allow our quite understandable, and in fact inevitable, anxiety to degenerate into nerves." That question, briefly, is: Supposing the threatened offensive to be seriously intended, what is the balance of probability of success or failure? As to the intention, I believe it is present; and that for very obvious reasons-reasons that have been so often and clearly set forth that I feel safe in assuming the reader to be familiar with them. In endeavouring to arrive at a conclusion, it is clear that the only safe premise we can take is that of comparative manower, expressed in terms of the number of troopalready in the field, and of reserves in sight. Let me say here that a great deal of harm has been done by those who, in order to show that the Government has not done its duty to the Army, have distorted the figures relating to this vital aspect of the war in the present year. We have been told by one critic of the Government that the Germans will be able in 1018 to We have been told by one critic of the oppose the Western Allies with a superiority of some fifty divisions, or, roughly, 480,000 men. This is demonstrably wide of the mark. We know that at the present moment the enemy has some 178 divisions in the West, with about 65 more divisions in the East, and in the depôts; while the Anglo-French armies are, for the time being, slightly superior in numbers, leaving out of the calculation the Belgian and Portuguese contingents, and the American formations already in France. Now, the most the German Command can hope for, in the event of a separate peace with Russia, is to move a further thirty divisions from East to West. As a matter of fact, it is highly improbable that anything like that number made available, but it is as well to take the highest

Assuming the present strength of the Franco-

#### By MAJOR W. WHITTALL.

British Armies to remain stationary-which, again, is improbable—the moving of these thirty divisions to the West would give the enemy a superiority of about 240,000 men, which would be serious, but not by any means decisive, if it stood alone. But it does not, because there are the contingents of our three Allies to come into the account; and therefore we are completely safe in assuming that, when the shock come, we shall be able to meet it, no matter whether it come sooner or later, with at least equal numbers.

So far that is good; but when we come to examine respective reserves in sight, the future looks very much better from our point of view. America will have 500,000 men in France within the next few months, with another 1,500,000 to follow closely and with a reserve of at least 8,000,000 behind them again. On the other hand, Germany's man-power, in the shape of her annual classes, is mortgaged right up to the end of 1920. She cannot depend upon getting another man from her industries after the drastic and repeated combing-out in which she has indulged or rather, has been forced into. There figures are beyond dispute, and they certainly do not indicate that we need feel unduly anxious about the immediate future of the war. If, as eem highly probable, the German Command elects to put fortune to the test of a last de perate attempt to secure victory in the field, it will only be obeying the compulsion of conditions outside its control, and will be playing the Allied game. Nor need we view the outcome with apprehension.

### WAR WEARINESS IN THE NAPOLEONIC PERIOD.

A CENTURY ago Napoleon was safely interned in A his island-prison, and a former First Lord of the Admiralty complainantly quoted Isaiah in his diary: Can this be the man that made the earth to tremble that did shake kingdoms, that made the world as a wilderness and destroyed the cities thereof, that opened not the house of his prisoners?" There was no pity for fallen greatness in the hearts of Engli-hmen who had been tried by hercer and more sudden extremes of good and evil fortune than we have yet experienced in the struggle against a tyrant-nation, and had endured all manner of hardships, including famine and the di ease that follows it, for twenty-one perilons years. The working classes of the Napoleonic period would have scoffed at the complaints of food shortage which are uttered to-day by their full-fed successors whose high standard of living in peace-

time recalled Defoe's saying that Englishmen eat three times as much as any Continental people. It is generally supposed that the England of a hundred years ago was self-supporting so far as the staple food-stuffs were concerned. In a year of good harvests it was so; less than three weeks' supply of corn would then be imported. But in a lean year bad harvests were frequent between 1793 and 1815twenty weeks' supply had to be brought in, and the price of the wheaten loaf soared sky-high. The Sunday joint, the lack of which is so bitterly lamented by our modern proletariat, was a luxury undreamed of by the toilers in field and factory of the Napoleonic era. They were well content if they could get half

the present allowance of bread with a rag of nettle-fed bacon or a chunk of ill-flavoured cheese. Napoleon's "Continental System" and the ravages of enemy privateers (which took a larger toll of our mercantile shipping, even after Trafalgar, than the U-boats did at the height of their success), cut deeply into our export trade, left the manufacturer's warehouse crammed with unsaleable goods, and made un-employment chronic throughout the industrial areas There were no munition-factories to provide every man and woman with a steady war job. Char-lotte Bronte's "Shirley" gives us an admirably accurate picture of the manufacturer's difficulties. and the distress of his "hands" in the later stages of the war. Little wonder that, as she wrote in that curiously modern, because so very "temperamental," story, "national honour was become a mere empty name, of no value in the eyes of many, because their sight was dim with famine, and for a morsel of meat they would have sold their birthright." But the wrath of the starving workers did not take the form of a stop-the-war agitation. It was directed against the new machinery which was already making England the world's workshop. The modern parallel to this ill-directed campaign against "iron breadstealers," as the new machines were called, is to be found in the desire of unenlightened Labourites to wreck the improved mechanism of industry and finance which is now being built up for the benefit of employers and uployed alike in the coming peace-time.

There can be no doubt that the working classes

#### ☻ By E. B. OSBORN.

are infinitely better off in war-time to-day than they were even in the peaceful days that preceded, and followed, the last French bid for world-dominion. Indeed, the stress of the struggle bears more lightly on them than the Crimean War did, as I lately learnt from an old Yorkshire couple who remember the cost of potato bread and black sugar at the time—he is a rosy-cheeked retired farmer of over ninety, and she a busy, bustling dame of going on for eighty, who has all the past clear in remembrance. "Why, it's Canaan to-day for 'em," said the ancient lady, "it they only knew." Taxation, however, was not heavier in the Napoleonic years than it is to-day. The dog license was one of Pitt's many inventions which caused Sydney Smith to observe that truly free Englishman walks about to-day covered with licenses." Symptoms of war-weariness were even more marked then than now. We find that one of Wellington's officers wrote to his mother in 1812, saying: "All the croakers are in England" an observation which is constantly recurring in letters sent from the Front to the back in this very year of decision. The soldiers and the statesmen who broke Napoleon's tyranny, and knew they were breaking it, were always being venomou ly attacked by those who, like Sydney Smith, writing under the nom-de-paix of Peter Plymley, thought France unconquerable, and England bound to be invaded. Yet the spirit of the nation expressed in Wordsworth's dauntless poems in the end prevailed, and a century of peace and prosperity was the reward.

#### THE FOOD VALUE OF OUR RATIONS.

EVERYBODY likely to read this is probably aware by this time that the E by this time that the chief use of food is to furnish heat to the body, which, in its turn, is converted into work, whether for muscles, brains, or the mere carrying on of the functions of the organism. The unit adopted by science for the measurement of this is the calorie, or amount of heat necessary to raise one cubic centimetre of water one degree Centigrade. The Report of the Food Committee of the grade. The Report of the Food Committee of the Royal Society lays down that, taking into account all occupations, from the heaviest to the lightest, an average man doing an average day's work calories (each of 1000 of the above daily 3400 "great" calories (each of 1000 of the above units); and Dr. Waller's experiments have shown that this can be safely reduced to 2500 of such calories in the case of adults in sedentary work. Women, on the same authority, require seven or eight tenths, and unildren under ten one-half, of these amounts. Let us see what is the food-value of the rations to which the nation is asked to pledge itself voluntarily.

The first and most important of the rationed foods is, of course, bread. The agricultural labourer before the war used to eat 2 lb. of this daily; and the manual worker on heavy labour is still allowed 1 lb. 2 oz. Taking the daily 1 lb. to which the average citizen is asked to limit him elf, we find that it is equal to 625 calories. Meat, the voluntary daily ration of which is given at 4.4-7 oz., is most difficult to estimate. as the calories per lb. that it produces vary from 2685 in the case of bacon to 575 for the calf's liver which in more plenteous times used to go with it. Taking,

however, about twenty of the kinds of meat in general consumption, they average 1150 cals, per lb., or not very far off the food value of bread. Knocking off the odd 4-7 oz. to which we are in strictness entitled, we get, therefore, from our voluntary meat ration an average of 287 cals. Of cereals other than bread are entitled to about 2 oz. daily, and the range of their difference in food value is very small, running from 1860 cals, per lb. for oatmeal to 1630 for rice; and they average 1600 cals,, which would give us 212 cals. for our 2 oz. Of butter, margarine, and other fats, including those used in cooking, we are allowedwhen we can get them-31 oz, the number of calories per lb. being here extremely high, and ranging from 4010 for lard to 3525 for margarine. The average is 3700, which will give us 730 more calories; while sugar, the only other food at present rationable, at lb. per week, gives us 132 cals. daily. then, from rationed foods only-i.e., from bread, 625 then, from rationed foods only—i.e., from bread, 625 calories; from meat, 287; from cereals, 212; from butter and fats, 730; and from sugar, 132; or, in all, 1986 calories, leaving 514 to be supplied from unrationed foods for the sedentary worker, and 900 more in the case of the "average" man. How are these to be generalled? to be supplied?

As a fact, the choice is a pretty wide one. Cheesethe present scarcity of which is only temporary, will give 2050 cals, per lb., and eggs 635. Fish ranges from 935 for salmon, 740 for halibut, and 375 for fresh herrings, to 165 for haddock; while fried fish as at present sold heads the list with 1000 cals, to the lb.,

#### By F. LEGGE.

and kippers come fairly close with 750. Then we have vegetables of all kinds, from artichokes (most rich in calories of those now obtainable), giving 365 cals, to the lb.; potatoes, not far short which some people are, as the children say, too proud to cat—with 205; down to cabbage and turnips, with 125. Among fruits, we have nuts of all kinds, from the peanut giving 2353 calories, down to filberts with one peanut giving 2353 calories, down to filberts with 1575, figs and dates with 1450, and apples with only 10 calories less. And all these are solid foods. Milk which is still to be got, supplies nearly twice the number of calories obtainable from meat, and works out at about 400 cals; per pint; while pace the tectofallers, the food value of beer and other alcoholic drinks is not nearlibile. The and coffee have been drinks is *not* negligible. Tea and coffee have been omitted, as their value as food depends on other qualities than the infinitesimal number of calories they

Let us suppose that the average citizen supple ments his rations with only 1 lb. of fish, 1 lb. potatoes, ½ pint of milk, and I apple daily. This would give him, in other than rationed foods, 890 would give him, in other than rationed foods, 890 additional calories, or a total of some 370 more than Dr. Waller found sufficient; and this without taking into consideration cheese (when available), turnip-carrots, green vegetables, and things like cormiou. arrowroot, and tapioca, of which there is no scarcity. With such a choice before us, there is certainly no danger of starvation; and, with the example of our brave soldiers who have the ill-luck to be pri-oners in Germany, we should not grumble.

NAMES IN EVERYBODY'S MOUTH: PEOPLE OF THE MOMENT.

PHOTOGRAPHS BY LAFAYFTIR, TOPICAL, SWAINE, BASSANO, HOPPE, SPORT AND GENERAL, AND SPERIGHT.

SIR JOHN FORREST SIR JOHN FORNEST.

SIr John Fornest, who was recently made a Baron, is the first Australian peer. He was also the first Premier of Western Australia, and the first white man to cross the Continent from Perth to Addalade He was four times Commonwealth Treasurer, and in 1907 Acting Premier.

CAPT. SIR DOUGLAS BROWNRIGG, BT., R.N., C.B. CAPT. SIR DOUGLAS BROWNRIGO, D., AGE, D.G. SIF Douglas Brownrige, who recently received a well-deserved C.B., is the fourth Baronet. He entered the Navy in 1881, and served in the Soudan in 1884. He retired in 1913 During the war he has been Chief Censor at the Admiralty.

THE STATE

CAPT. PETER MCLEAR.

Caut. McLean was in command of the U.S. transport
"Tuscania." recently torpeded off the Irish coast.
He was recently made an officer of the Order of
the British Empire for his fine work during the war.
He was saved from the "Tuscania."



According to a Reuter telegram from Brest-Litovsk, through Amsterdam, M. Trotsky declared the war with the Central Powers at an end, and ordered the demobilisation of the Russian forces on all fronts.



#### LORD BEAVERBROOK

Lord Beaverbrook, known until last year, when he became a peer, as Sir Max Aitken, has just been appointed Minister of Propaganda and Chancellor of the Duchy of Lancaster. In 1915 he was the Canadian "Eye-Witness," and later published "Canada in Flanders."



#### TEMADAR GOBIND SINGH VC

JEMADAR GOBIND SINGH, V.C.

Jemadar Gobind Singh, of the Indian cavalry, received his V.C. from the King recently at Buckingham Palace. He thrice carried messages over a mile and achali of open ground swept by enems fire, his horse being shot under him each time.



## MRS. BURLEIGH LEACH, C.B E.

MRS. BURLEIGH LEACH, C.B.E.

Mrs. Burleich Leach, wife of Col. Burleigh Leach, has
been appointed Chief Controller of the Women's Army
Auxiliary Corps. She has been Controller of Inspection
of the W.A.A.C. since it began. She organised the
sending of women cooks to military camps.



## THE NEW MARQUESS OF DUFFERIN.



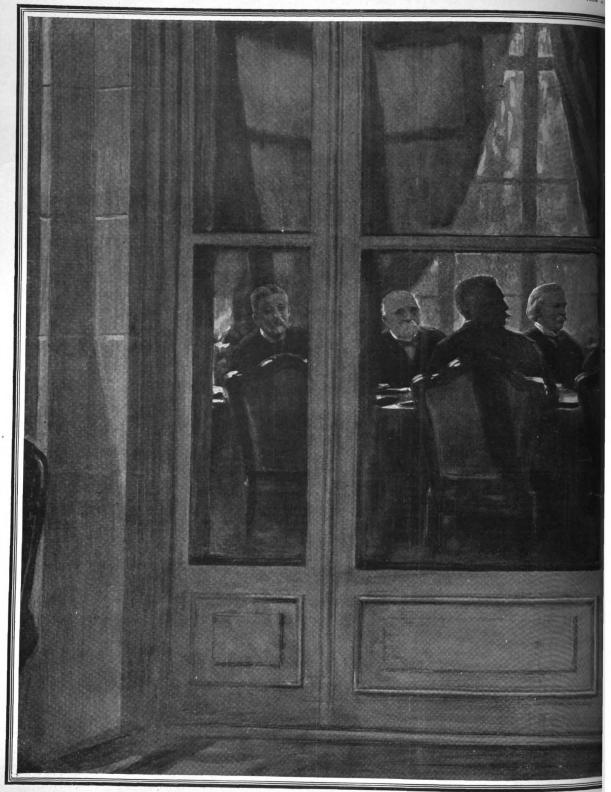
SIR HENRY NORMAN, BT., M.P.
SIr Henry Norman has recently been appointed an additional member of the Air Council. He is on the Inventions Panel of the Ministry of Munitions, and has acted as liaison officer of the Ministry with the French Ministry of Inventions.

In connection with the portrait of M. Trotsky, the Bolshevik leader and head of the Russian delegates in the peace conferences at Brest-Litovsk, it may be recalled that the following telegram was circulated by Reuter's Agency on February II, as having come from Brest-Litovsk via Amsterdam on the previous day: "At to-day's sitting the President of the Russian delegation stated that Russia, while desisting from signing a formal peace

treaty, declares as ended the state of war with Germany, Austria-Hungary, Turkey, and Bulgaria, and simultaneously is giving orders for the complete demobilisation of the Russian forces on all fronts." The above report followed shortly after the announcement that a treaty of peace had been signed between the Central Powers and the Ukraine Republic, and the despatch of a German ultimatum to Roumania.

# "THE IMMEDIATE TASK . . . THE PROSECUTION OF T

DRAWN BY S. BEGG FROM

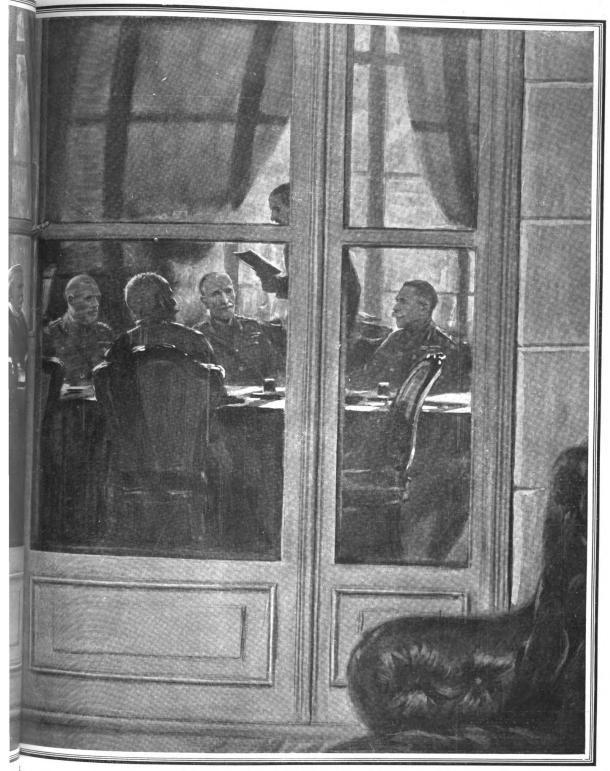


THE SUPREME WAR COUNCIL AT VERSAILLES: (LEFT TO RIGHT), M. PICHON; M. CLEMENCE! GENERAL CADORNA (BACK TO SPECTATOR): GENERAL SIR H.

One of the momentous meetings of the Supreme War Council of the Allies, held recently at Versailles, is here seen through the glass doors of the session chamber in the Trianon Palace.

The official statement issued after the close of the Conference said: "The Supreme War Council gave the most careful consideration to the recent utterances of the German Chancellor and of the Austro-Hungarian Minister for Foreign Affairs, but was unable to find in them any real approximation to the moderate conditions laid down by all the Allied Governments. This conviction was only deepened by the impression made by the contrast between the professed idealistic aims with which the Central Powers entered upon the present negotiations at Brest-Libris and their new openly disclosed plans of conquest and spoliation. Under the circumstances, the Supreme War Council decided that the only immediate tack before them lay in the prosecular.

# ON ULITARY EFFORT OF THE ALLIES": VERSAILLES COUNCIL.

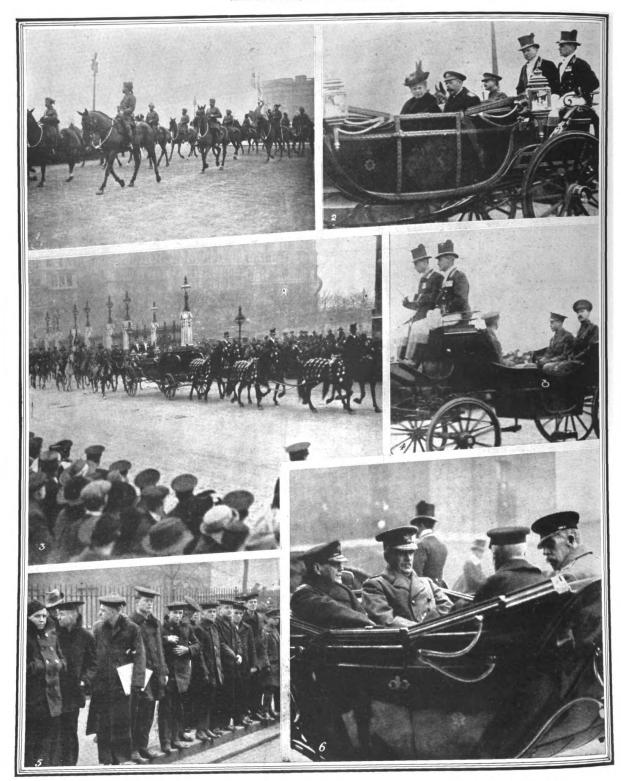


SONNINO (BACK TO SPECTATOR); MR. LLOYD GEORGE; GENERAL SIR W. ROBERTSON; LSON; AN INTERPRETER (STANDING); AND SIR DOUGLAS HAIG.

the dumost vigour and in the closest and most effective co-operation, of the military effort of the Allies, until such time as the pressure of that effort shall have brought about in the support of the conclusion of peace on terms which would not involve the abandonment, in face of an aggressive in the principles of freedom, justice, and the respect for the law of nations which the Allies are resolved to vindicate. . . A complete agreement was arrived allies are united in heart and will, not by any hidden designs, but by their open resolve to defend civilisation against an unscrupulous and brutal attempt at domination. This takingly . . . will enable them to meet the violence of the enemy's onset with firm and quiet confidence, and with the utmost energy."—[Drawing Copyrighted in the United States and Canada.]

## THE OPENING OF PARLIAMENT BY THE KING: THE PROCESSION.

PHOTOGRAPHS BY L.N.A., SPORT AND GENERAL, AND C.N.



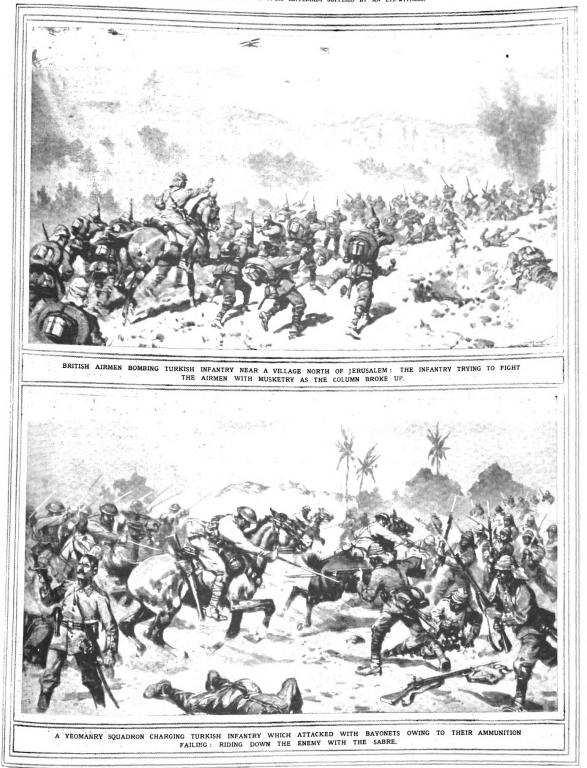
- I. THE INDIAN ESCORT. 2. THE KING AND QUEEN.
- 3. THE ROYAL CARRIAGE IN THE PROCESSION.
- 4. THE PRINCE OF WALES (SECOND FROM RIGHT).
- 5. UNITED STATES SAILORS AMONG THE ONLOOKERS.
- 6. ADMIRAL WEMYSS (LEFT) AND GENERAL ROBERTSON.

The new Session of Parliament was opened by the King on February 12. His Majesty wore naval uniform, while the Queen was in black, and the Prince of Wales 'home on leave from the Italian front) in khaki. There was much khaki among the onlookers, who included also many bluejackets of the United States Navy. The mounted escott was of an Imperial character. Headed by a splendid detachment of Indian officers, it

contained likewise 16 officers each of the Canadian, Australian, New Zealand, South African, Newfoundland, and West Indian forces, besides a troop of the Royal Horse Guards. The third carriage in the procession contained Admiral Sir Rosslyn Wemyss, F.rst Sea Lord of the Admiralty; General Sir William Robertson, Chief of the Imperial General Staff; Admiral Sir Michael Culme-Seymour; and Lieut.-Colonel Sir Frederick Ponsonby.

## AIRMEN AND COLD STEEL IN PALESTINE: TWO TURK DEFEATS.

DRAWN BY H. W. KOEKKOEK FROM MATERIALS SUPPLIED BY AN EYE-WITNESS.



Our airmen, writes a correspondent in regard to the first illustration, have done extremely Valuable work in Palestine. They hold complete mastery over the enemy, who rarely by to cross our lines. In action they repeatedly demoralise the enemy, bombing battalions and batteries, and damaging roads and bridges. In one incident depicted, some of our bomb-droppers attacked massed Turks and dispersed them with bombs and machine-guns, causing heavy casualties. The Turks tried in vain to check our airmen with rifle fire.

As to the second illustration. During one of many reconnaissances by our Yeomany corps, one squadron, while "feeling its way" through difficult country cut up by ravines and watercourses, was attacked by Turkish infantry. Apparently the enemy were short of cartridges, for they charged with the bayonet. Our horsemen went at the Turks, sabring them right and left. Half the enemy were killed or wounded. The rest surrendered.—[Urawings Copyrighted in the United States and Canada.]

#### By G. K. CHESTERTON.

THREE things have happened recently, all pointing to one thing: they were the Note of the War Council; the last speech of the German Chancellor; and the course and apparent conclusion of the German Strike. Something may well be said, not so much about them as about the thing to which they point. That thing is the immediate continuation—and, let us hope, the successful conclusion, of the war itself. It is the continuation of the war as a war—not as a compromise, or a conspiracy, or an anarchy, or a chapter of accidents. Western Europe will not copy Eastern Europe, even when it really sympathises with Eastern Europe. In other words, it will not prolong the war by the pretence of stopping it; and it will not abolish all war by the addition of civil war. It may do this, of

it will not abolish all war by the addition of civil war. It may do this, of course, for men may do anything; but in its present mood it will not aim at the above logical achievements, and I think that its present mood will last for what remains to be done. As M. Clemenceau, the ablest Western statesman, said the other day, if Russia had remained in the war, there would to-day be no war. Any State seceding, any section rebelling, any single man dropping out, lengthens the war and does not shorten it. Faced with this fact, we may consider a few facts that follow; and the first is one about which all journalists like myself should warn themselves and each other—I mean the fact that, since we are finally and after all seeking a military settlement, it should be left to military science.

The reason that politicians and joint and interest to armies is a simple and practical one. But, like many simple and practical things, it has many sides and could be stated in many ways. It might be stated by saying that publicists deal in maps, while soldiers deal in landscapes. It might be stated by saying that military government is not and ought not to be a thing merely centralised; it means a vast amount of local government, and in that sense a vast amount of Home Rule. But the most practical way of stating it may be found in a phrase of Napoleon, to the effect that any fool can say what ought to be done in war, and that the only test of a fine soldier is to do it.

Some of my fellow journalists seem to find it very hard to swallow this simple truth. Yet it is a truth which ought to be explicable to men whose trade is writing, and to which there are obvious parallels in the work of the pen. Suppose somebody comes to me and says: "I can give you the cheme of a splendid novel on the

spot. A philanthropist, a subtle compound of self-respect and self-deception, gradually deteriorates in character with the success of his benevolent schemes, and an inner sense of failure drives him to suicide; while the drunkard he strives to re cue finds a mystical happines in the humility of his own self-knowledge, and becomes an inspiration to others like a saint. There now, you have only to work that out thoroughly, and it will be a great success." What this magnanimous man might posibly overlook would be the Napoleonic distinction between planning a thing and doing it. Unfortunately, it would be when I attempted to describe the mystical humility, or the inner sense of failure, that I should discover (to my regret) that my name is not Shakespeare or Balzac. It would be when I tried actually to mix the self-respect with the self-deception that I am not a novelist, but a journalist. But the principle would be true to some extent even of the work

of a journalist. If my imaginary man said to me, "You have only to begin your next article for The Illustrated London News with six rather startling epigrams, of provocative wit but profound wisdom, and so gradually work up to a piece of perfect prose eloquence, something between Burke and Ruskin "—I think we should agree that my man was rather hopeful than helpful. And the fallacy involved lies in the fact that writing, like fighting, deale with things. Unless we know those things, in each particular case, it is perfectly futile to give general advice. Unless we know what the tragic drunkard did or said to signify his mystical humility, it is idle to tell the novelist that it must be something significant. Unless we



A FRENCH OFFICIAL WHO HAS LATELY ORDERED SOME SENSATIONAL ARRESTS: CAPIAIN BOUCHARDON.

Captain Bouchardon's name has been much before the public of late in connection with the notable trials now proceeding, or pending, in Paris. He is Examining Magistrate, and in that capacity it fell to him to issue warrants for various arrests, among others that of M. Joseph Caillaux, ex-Premier of France.

From a Partle by M. Hacques Weisman.

know what the commander in the field has to do—in detail—and what he has in hand to do it with, it is futile to tell him to "break through," or "send as istance" to somebody, or "make a diver. ion" somewhere. He has not got to do it with pen and paper; he has got to do it with pen and paper; he has got to do it with pen and paper; he has got to do it with 9 much machinery and munitionment, so many miles of good and bad road, such-and-such weather and chance information and choice of evils. His success will only be valuable if he gets it upon certain terms—and, above all, in a certain time. We laugh or weep, as the ca'e may be, at the anarchy of the Russian mutinies, in which soldiers held mass-meetings on the battlefield, and court-martialled and executed their Generals. And certainly Russian anarchists were more rational than many of the English journalists. It is more sensible that an officer should be tried by the soldiers he has led than by the scaremongers he has never seen, and who have

never seen him or his work. It is more sane to settle strategy by a debate on the battlefield, between mon who have at least been in the battle, than to settle it by a deci ion in a newspaper office by somebody whe has never been near a battle in his life. A mutiny is at least military, in the sense that it is about something, and something that affects the soldier; but a scare may be a fuss about nothing initiated by a nobody—even if wealth or political intrigue have made him seem like a somebody.

This is the first resolution for the last round—that we should resist any journalistic campaign to revolutionise the military campaign. It is far les respectable than revolution in the ordinary

sense, for it is not even serious. But there is another way in which printed matter may affect us fallaciously; and we may well be warned of it. We must not again be deflected from our own direct business by news of di content and dissolution among our enemies; There may be such news; it may be true; it may be exaggerated; it may be manufactured—it makes no difference to our own duty. If it is true, we cannot really bwh duty. It is the, we cannot reany tell in what proportion is the whole point in practical calculations. The moral commonsence of the whole war has again and again been put in peril by this neglect of proportion. A man would point to a piece of Prussianism in England; and completely forget that, even in calling it Prussianism, he was admitting that it was much more typical of Prussia. A man would admit that the action of the enemy's army was criminal, and then answer that there was a criminal in the English Army. He would hear that thousands of German soldiers entered Belgium, already equipped with an apparatus uncless for fighting and only useful for arson; and he would retort that an Engli h drunkard set fire to a hay-The question now is not whether some German has set fire to some hayrick: it is how far the conflagration has spread, or is likely to spread. And these are exactly the proportions we cannot really calculate, even if they could affect our own course. Even if the German revolutionists rose like the Russian, we could not say that they would win like the Russian; and to pretend to say it Nor, even if they did win, would it be any rea on that we should not try to On the contrary, if internal forces really began to fight on our side, there would be a stronger reason for not icaving them to fight alone. If they were to help us, we should be bound not to desert them; if the Prussian tyranny were really attacked on both

sides by revolution and war, it would be all the more reason for both attacks being vigorous. If Bavaria, for in-tance, really detached herself from Prussia, it would be the first necessity to see that Prussia did not make one of her bloody examples of Bavaria. I doubt whether Bavaria would do so, but nobody will doubt that she would deserve all sympathy and support if she did. For the Bavarian Catholics, much more than those wooden-witted materialists the Prussian Socialists, are really the battered and truncated stump from which a better Germany may grow. But I refuse to forget, in speculations about whether Bavaria might be Prussia's enemy, the fact that Prussia is our enemy, and that her very hold upon Bavaria lies in the legend that she will always be a victorious enemy. If we destroy that legend by defeating that enemy, we have dealt the real stroke of deliverance and emancipation, compared with which all compromises have not only avoided the point, but have actually delayed the peace.

# ON THE ITALIAN NORTHERN FRONT: ALPINI ABOVE THE SNOW LINE.

ITALIAN OFFICIAL PHOTOGRAPHS.



NEAR ONE OF THE ITALIAN MOUNTAIN OUIPOSTS ON LOBBIA ALTA: A RELIEF DETACHMENT OF ALPINI CLAMBERING UP A STEEP ASCENT
WITH THE AID OF A GUIDE ROPE.



ALONG A BOULDER-STREWN, KNIFE-EDGE RIDGE AT THE EDGE OF A SNOW-COVERED PLATEAU: AN ALPINI PICKET WORKING ALONG A ROUGH AND DANGEROUS TRACK.

The Italian Alpini are all picked men. They hail from the villages and small towns along the Alpine border districts of Northern Italy, and are men and youths used to mountaineering. Before the war the Italian Army possessed several brigades of Alpini troops, distributed by battalions at centres where the roads through the northern mountain passes debouch among the Alpine foothills on the great plain of Venetia and Lombardy. Their training has always been for mountain warfare, and carried out, alike in winter

ate to better to the control of the

and summer, under war-time conditions as far as possible, and with Spartan rigour. Since the war began the Alpini regiments have, of course, been largely added to, while the feats of heroism before the enemy officially recorded to their credit rival those of the marvellous Bersaglieri, and in many cases are unique for audacity, hardihood, and calm courage. Italy first raised Alpini regiments in 1872, in order to watch the French frontier south of Switzerland; and France responded by raising the famous Chasseurs Alpins.

# ABOVE THE SNOW-LINE ON THE NORTHERN ITALIAN



IN THE VENEROCOLO DISTRICT, ABOVE THE SNOW-LINE: A SKI RECONNOSTRING DETACHMENT IN WHITE CLOTHING (FOR "INVISIBILITY") AND STEEL MELMETS.



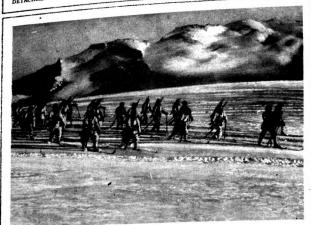
ON THE VEDRETTA DEL MANDRONE: A RECONNAISSANCE IN FORCE, PREPARED TO BRUSH PAST AUSTRIAN PATROLS, CROSSING A SNOW-FIELD BY A BEATEN TRACK



ON THE VEDRETTA DEL MANDRONE : A RECONNOITRING ON THE VEURETTA DEL MANDRORE: A RECONNOTRING DETACHMENT ON SKIS CROSSING A SNOW-COVERED PLATEAU.



ON THE VEDRETTA DEL MANDRONE: A SCOUTING PARTY ON SKIS MAKING ITS WAY FORWARD IN OPEN FILES, ACROSS, DEEP SNOW OVER A LEVEL PLATEAU.



THE VEDRETTA DEL MANDRONE: A RECONNOITRING DETACHMENT ON SKIS MOVING IN OPEN FORMATION ALONG A MOUNTAIN ROAD UNDER SNOW.



ON THE VEDRETTA DEL MANDRONE: A DETACHMENT LYING DOWN WHILE CROSSING THE SNOW, SO AS TO BE AS INCONSPICUOUS AS POSSIBLE.

In spite of the most determined efforts of the Austro-German invaders, coming down through the Trentino during the early winter, and particularly in December last, to loosen the Italian foothold along the northern Italian front, they failed to do so. The Italians clung tenaciously to their mountain forts and outposts along the southern outlying Alpine range. They have succeeding in beating back every attack the enemy made to force them down on to the plains beyond and below, and have successfully maintained their guard over the southern exit

# MOUNTAIN FRONT: SCOUTING PATROL SERVICE ON SKIS.

AT A SCOUT SCHOOL IN THE PASSO GARIBALDI: ON PARADE, WEARING WOOLLEN CAPS
AND WHITE DRESS, AND EQUIPPED WITH SKIS AND SKI-STICKS.



AT A MILITARY POST IN THE PASSO GARIBALDI: A WORKING-PARTY WITH LADDERS, ETC., SETTING OUT FOR SPECIAL SERVICE.



ON THE VEDRETTA DEL MANDRONE: A SCOUTING PARTY ON SKIS CROSSING THE SNOW ON A ZIGZAG, SINGLE-FILE TRACK, TO AVOID SUSPECTED PITFALLS AND HOLES UNDER THE SNOW.



AT PUNTA VENERO: A RECONNOTIRING DETACHMENT RETURNING TO A FORT IN THE SNOW.



AT A SCOUT SCHOOL IN THE PASSO GARIBALDI: A CLASS UNDER TRAINING GOING OUT IN THE SNOW FOR RECONNAISSANCE INSTRUCTION.



BARRACKS ON A HILL-SLOPE ABOVE THE PASSO GARBALDI: THE WAR-TIME QUARTERS IN WINTER AND SUMMER OF THE TROOPS ON GUARD IN THE PASS

the main passes leading from the Austrian Tyrol into Italy, and among the precipitous mountains that fringe the north-eastern shores of Lake Garda. All through the winter campaign Italians, while standing fast in their positions in this quarter, have not ceased to keep up aggressive hostilities against the advanced Austrian mountain posts. Continuous reconnaissances, to in force, take place along the chain of posts above the winter snow-line, often leading to patrol encounters amid the rocky plateaus, and fighting at close quarters.

### THE ART OF RAIDING THE ENEMY.

N these days of frequent raids on South-Eastern I England, which may quite possibly extend to Midland England as the enemy's aeroplanes become more efficient and capable of carrying fuel for longer distances, it seems worth while to consider the general proposition of the art of raiding the enemy. Of necessity, one is debarred from describing mechanical details, or even tactics other than those already disclosed in public prints as being employed; but when one is discussing art, one is concerned equally with the mechanical methods employed in producing an

effect, and with the psychological effects of such methods on the public for whom they are intended; thus the art of raiding affords are intended; thus the art of raiding anoths a fairly wide field for consideration. Primarily, one's idea of air-raiding included

no more than that certain aircraft, either airships or aeroplanes, should cruise over enemy territory, and drop bombs of some sort on something or other that seemed to make it worth while. The whole idea was very vague before the war; though it is true that a few enthusiasts without any money to spare carried out a few primitive experiments in bomb-dropping. The Germans, with their usual fore-sight and thoroughness, included in their aerial anticipations several quite useful designs for anti-aircraft guns, illustrations of which were published in this country a year or more hefore the war. before the war; though it is true that a few before the war

Soon after it began, bomb-dropping came to be regarded as approaching to a serious pro-position, and specialists in the new art arose. Clever people began to work out complicated sighting apparatus to ensure accuracy in bomb-dropping, so that the dropped bomb might fall within a reasonable distance of its mark. Aero-plane-designers began to work seriously on the design of special aeroplanes intended to drop bombs, and to do little else. Able mechanics set to work and designed trip-catch apparatus for the release of bombs at precisely the right moment. Experts in frightfulness compounded odious and odoriferous mixtures for the explosion of bombs, and made new discoveries in fuses and delay-mechanisms, and so forth. Altogether, by 1917, bomb-dropping had become distinctly a science; and, in addition, thanks to the psychological aspect of the ques-

tion, it had very nearly become an art.

To-day the art of air-raiding is distinctly a part of the whole art of war-which is the greatest art in the world. Therefore, one may set down in print something of the art of raiding as now understood,

In the first place, it is fairly plain that raiding by small numbers of aeroplanes is not worth while. The Germans recognise this fact, for they send their

raiders over twenty or thirty at a time. How little use it is to send less is shown by the small effect produced on London by the two or three raiders who have managed, on various occasions, to penetrate the artillery barrage and the patrols of defensive aero-Therefore, numbers are obviously necessary, raids are to have material and moral effect.

When one considers the tons of shell which can be poured into a town without destroying it, one sees the futility of dropping a few bombs. One has seen a small town which had been shelled by heavy guns



R.F.C. SALVAGE WORK ON THE WESTERN FRONT: ASSEMBLING AN AEROPLANE .- [Official Photog

consistently for eight hours, at the rate of 12 shells an hour, each shell weighing about 800 lb.; that is to say, some 35 tons of high explosives had been dropped into it; and yet, barring a damaged house here and there, and a few real wrecks, the town remained the same shape as before. Granted that a

## By C. G. GREY,

bomb contains a bigger shattering charge in pro-portion to its weight than does a long-range shell, and that the same weight of bombs would have done and that the same weight of bolins would have done more damage—if they had hit anything—nevertheless, twice the amount of damage would not have spoiled twice the amount of damage would not have spoiled the town materially. And the whole of that town would have made only a small corner of London, or of any great industrial city.

Now, 70 tons of bombs means, anyhow, 50 big bombing aeroplanes, if the point to be raided is any considerable distance from the starting-point, as is the case with all the big German munitioners in relation to the nearest points in France, for long-range bombing flights mean that a big load of petrol has to be carried

that a big load of petrol has to be carried for the out-and-home journey. Therefore, it is obvious that to have serious material and moral effect on the enemy, the bombing fleets of the Allies will have to run into thousands,

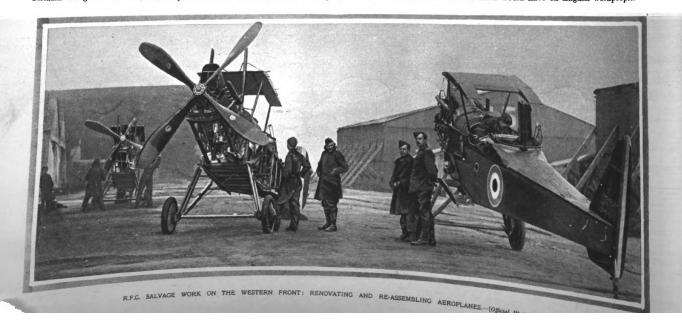
of the Allies will have to run into thousands, rather than hundreds of aeroplanes.

When one begins to talk of aeroplanes in thousands, the question of the number of men needed to keep them in flying order becomes a serious consideration. This, however, is mitigated by the fact that bombing operations can be carried on from practically fixed bases, so that the men who would be needed for transport purposes in mobile squadrons can be used for workshop iobs, and thus the average be used for workshop jobs, and thus the average number of men per aeroplane can be decreased.

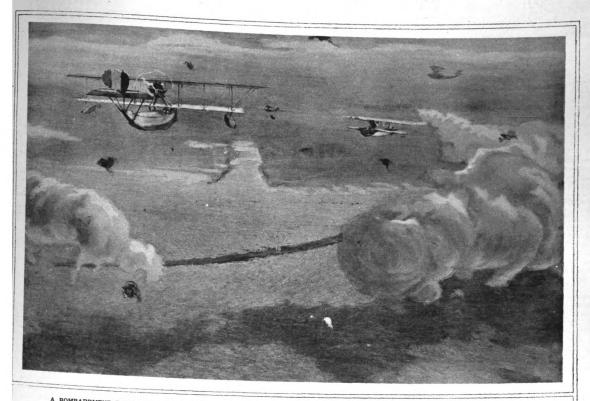
Nevertheless, the problem is quite serious.

As to the psychological effect. One need only point out that continual bombing of industrial centres may affect the nerves of some of the munition-workers. Raids at night will stop all night work; and, by disturbing the sleep of the day-workers, will reduce the day output. This means a decrease in munition supplies of all sorts to the enemy's armies, and a consequent decrease in the moral of those armies. In due course this lack of confidence must spread back to the civilian population, whose loss of confidence in the ability lation, whose loss of connected in the atomy of the armies to protect it on the ground will be accentuated by the evident inability of the army to protect it against attacks from the air. And so the effects of continual raids work round in circles, till armies and industrial workers alike collapse.

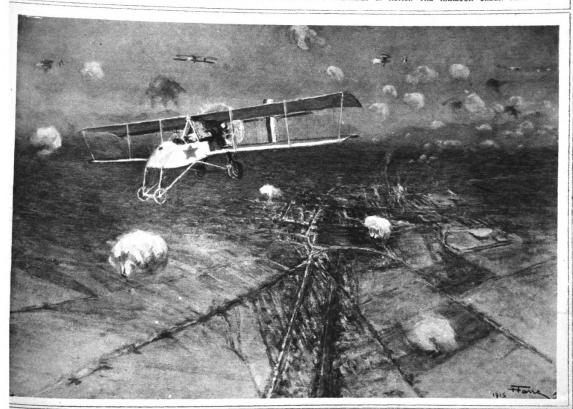
But it must be clearly understood that to produce such effects, the raids must be continuous; they must be made on a big scale, and they must be made on Germany itself. Raids on the steel and iron districts in Alsace-Lorraine certainly reduce output; but they have no more moral effect on the German people than raids on Irish Sinn-Feiners would have on English workpeople.



# WAR IN THE AIR: FEATS OF FRENCH SEAPLANES AND AEROPLANES.



A BOMBARDMENT FROM THE AIR OF THE PORT AND MOLE OF ZEEBRUGGE; SEAPLANES IN ACTION—THE HARBOUR UNDER FIRE.



A BOMBARDMENT FROM THE AIR OF DIEUZE AND ADJACENT GERMAN TRENCHES: A SQUADRON OF VOISIN BIPLANES ATTACKING.

## SACKED BY THE BOLSHEVIKS: THE WINTER PALACE OF THE TSARS





1. THE SACKING OF THE WINTER PALACE AT PETROGRAD: THE ROOM OF THE GRAND DUCHESS TATIANA.

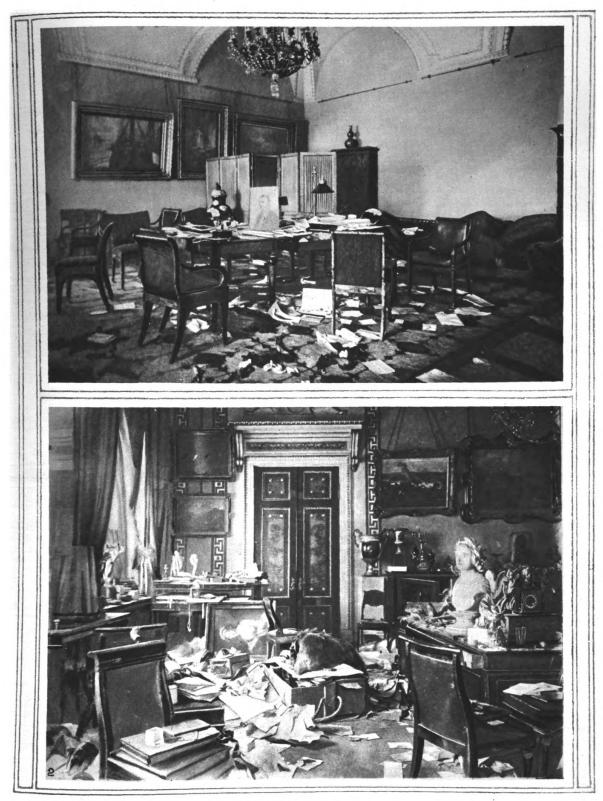
2. SHOWING A SHELL-HOLE IN THE WALL: THE EMPRESS-DOWAGER'S WORK-ROOM THE WINTER PALACE AT PETROGRAD.

Although they refer to past events, these photographs, only just to hand, are of remarkable interest. The sacking of the Winter Palace at Petrograd took place on November 8, when the Bolshevik forces overcame the resistance of the Cadets and the Women's Battalion, who were guarding the Palace, and Kerensky's Provisional Government surrendered, he himself effecting his escape. A vivid and detailed account of these events

THE WINTER PALACE AT PETROGRAD.

was given in the "Morning Post" of December 19. "And the priceless art and o treasures of the Winter Palace" (says the writer) "where are they now? The sold and their friends spent the night, the next day, and a good deal of Friday, in strip and removing everything they thought good to take, and destroying most of the Like mad, senseless barbarians in the palaces of the Cassars, they slashed criss-of [canticul of]

## VANDALISM IN PETROGRAD: THE SACKING OF THE WINTER PALACE.



L OCCUPIED BY KERENSKY, WHOSE BED WAS BEHIND THE SCREEN: THE STUDY OF Considered.

Continued:

THE EX-EMPEROR NULLULAR PRINCIPLES
innumerable great works of art. . . Through the great rooms of State and the private charobers of the Emperors of Russia . . the marauders strove and fought, missing little and leaving nothing undamaged. . . The world itself is the poorer for the senseless, unspeakable crime of sacking the Winter Palace. And upon whose head lies the blame?

Not the holoberies: they spared the Winter Palace Last March. It had long ceased to

2. AFTER THE BOLSHEVIKS HAD RANSACKED IT: CHAOS IN THE ROOM FORMERLY USED AS A STUDY BY THE EMEROR ALEXANDER II.

be the residence of the Romanoffs; it was the art museum of a nation. . . . Kerensky, who created on paper this 'democracy' of Russia, elected to take up his residence in the Palace of the Tsars. Kerensky, who eight months ago lived in a mean room, has savoured to the full the luxury of Empire, . . . and feasted on the gold and silver plate of bygone Emperors and Empresses. . . . Upon Kerensky personally . . . lies the blame."

## AN ADVANCE ACROSS "NO MAN'S LAND": BRITISH TROOPS

DRAWN BY H. W. KOEKKOEK



AFTER THE ARTILLERY HAS PLOUGHED A WAY FOR THEM THROUGH THE ENEMY'S WIL

Our illustration gives some idea of what an infantry advance across "No Man's Land" is like. The British troops are seen going forward across enemy wire entanglements that had been previously shattered by heavy artillery fire. The two belts of wire in the foreground indicate the British front and support lines respectively. The range of the guns has since been lengthened, and the infantry are now following close behind the barrage of bursting shells set up by the British guns behind them. The smoke of the

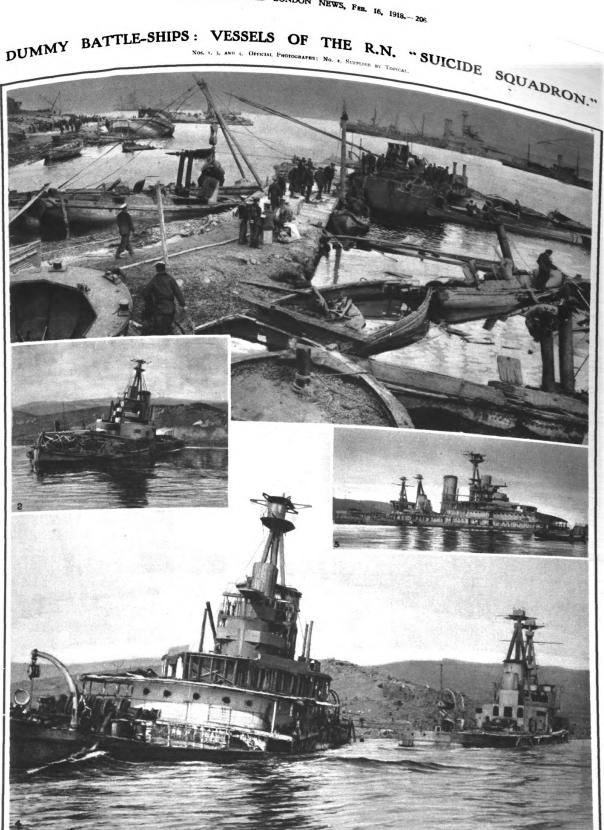
# ROLLOWING THE BARRAGE TO RAID THE GERMAN TRENCHES.

ATERIAL SUPPLIED BY AN EYE-WITNESS.



ME: BRITISH INFANTRY ADVANCING OVER "NO MAN'S LAND" IN A HEAVY RAINSTORM.

barrage stretches all along the background, while in the foreground on the right is seen the explosion of a German shell. Through breaks in the smoke of the barrage may be discerned some mine buildings and trees, while, somewhere hidden by the smoke, are the enemy lines of trenches, From their support-line S.O.S. rockets—red and yellow—are being sent up as a signal to the German artillery. A heavy rainstorm is proceeding.—[Drawing Copyrighted in the United States and Canada.]



- I. IN KEPHALO HARBOUR (ÆGEAN): WRECKAGE OF A DUMMY BATTLE-SHIP MOORED AS A LANDING-WHARF SHELTER—A SURVIVOR IN THE BACKGROUND.

  2. FROM "THE ILLUSTRATED LONDON NEWS" OF JANUARY 29, 1916! A DUMMY BATTLE-SHIP USED AS A BREAKWATER AT MUDROS, OFF THE DARDANELLES.

An article appeared in a London paper a few days ago, disclosing, as stated, "the amazing and jealously guarded secret of the existence of a British squadron of wooden dummy battle - ships, mounting dummy guns, which deceived the Germans for months in the North Sea, and decoyed them into the Dogger Bank disaster." The "New York Times" (where the tale first appeared), described the ships as the "Suicide Fleet." Curiously, two years ago, on January 29, 1916, "The Illustrated London News" published

- 3. IN KEPHALO HARBOUR: TWO DUMMY BATTLE-SHIPS AS BREAKWATERS, VIEWED WITH THEIR SIDES TOWARDS THE READER.
- 4. IN KEPHALO HARBOUR, IN THE ÆGEAN: END-ON VIEWS OF TWO DUMMY BATTLE-SHIPS SUNK TO DECK-LEVEL.

a page-size photograph of one of the ships (reproduced again above in the inset on the left), thus described: "A dummy battle-ship: An aide to the Navy at Mudros—now a wreck, and forming a breakwater." The first illustration on this page of wreckage at Kephalo after a gale, shows the dummy battle-ship "Orion," lying as a breakwater and cover for the landing of troops and provisions. The third and tourth illustrations show two other dummy battle-ships, also as breakwaters—as a broadside-on view, and end-on.

## THE SOLE SURVIVOR: AN INCIDENT OF A BRITISH NAVAL TRAGEDY.

DRAWN BY CHARLES PEARS, R.O.L., FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.

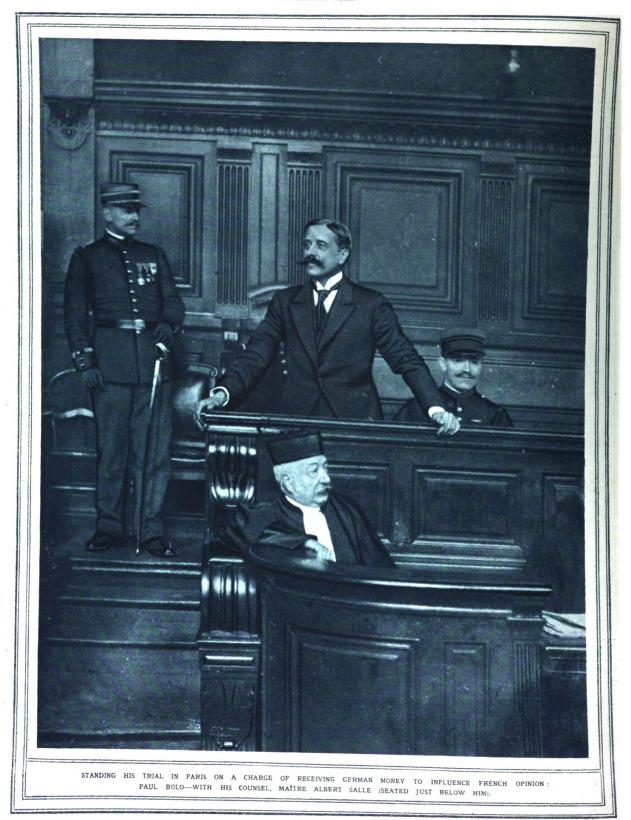


Our drawing illustrates one of those tragedies which from time to time inevitably befall a fleet that heeps the seas in all weathers. The Admiralty account stated: "Two of H.M. destroyers, whilst returning to their base during a violent gale accompanied by heavy same, ran ashore off the coast of Scotland on the night of January 12, and became total wrecks. All hands except one—an able seaman—were lost." The sole survivor found refuge by lying on top of the ship's anti-aircraft gun, which was mounted on a

platform. The sterm soon broke up the ship, and this gun alone remained with a small portion of the hull wedged between the rocks. The man was picked up the next day more dead than alive, but he survived the ordeal. The drawing shows the pert of the ship that was left when he clambered up on it. Subsequently this part was still more demolished, the torpedo-tubes seen in the Illustration being carried away by the seas.—[Drawing Copyrighted in the United States and Canada.]

## THE ORIGINATOR OF "BOLOISM": THE TRIAL OF PAUL BOLO.

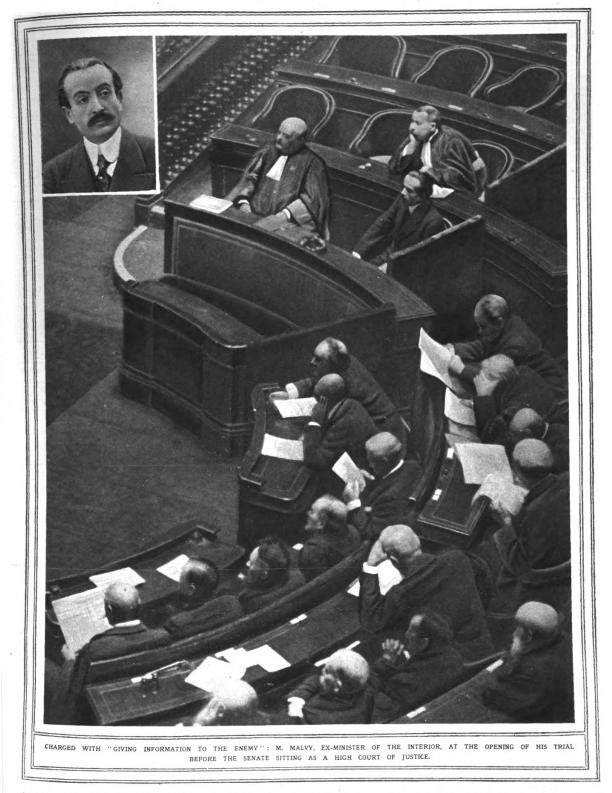
PHOTOGRAPHS BY ALFIREL



"Boloism," like "camouflage," is a word brought into being by the war. The thing it expresses is not new, but it was reserved for Paul Bolo to give his name to it. His trial in Paris has aroused intense interest, not only as regards himself, but even more in its bearing on the charges against M. Caillaux, M. Malvy, and others. Bolo himself (seen above standing at the prisoners' bar) is accused of "Having entered into communication with the enemy Power of Germany, notably through the ex-Khedive of Egypt and Sadik Pasha, with the object of favouring enemy undertakings; Having, with

the same object in view, received from Cavallini some money sent by the German Government to the ex-Khedive in order to create a pacifist movement; Having, in 1915, endeavoured, for the purposes of the enemy, to buy shares in the 'Figaro' with money of German origin; Having, in 1916, received money from the German Government through the intermediary of Pavenstedt and the Deutsche Bank for the purpose of creating a movement of opinion favourable to the enemy in the French Press; Having furnished to M. Humbert, director of the 'Journal,' enemy money with a similar intention."

## A FRENCH EX-MINISTER ACCUSED OF TREASON: THE MALVY TRIAL.



In our issue of February 2, we illustrated the preliminary proceedings in the Malvy case. The above photograph shows the opening of the actual trial before the Senate siting as a High Court of Justice. In the foreground are Senators following the printed text of the indictment as it is read out. Beyond are M. Malvy (seen also in the small inset photograph) with his leading Counsel, Maltre Bourdillon, on his right, and behind him his assistant Counsel, Maltre Guillain. A Reuter account of the proceedings says: "After roll-call—some thirty Senators did not answer—M. Malvy was introduced and

went through a short formal examination as to his identity. The Procureur-Genéral then made his indictment. He recalled especially the conditions under which M. Malvy was accused of having given information to the enemy as to French military and diplomatic projects, in particular the plan of attack on the Chemin des Dames, and also of having favoured the enemy by provoking military muttinies. The Frocureur-Genéral urged that the case fell within the competence of the Court of Justice, and stated his reasons in favour of further investigation. The Court continued the proceedings in camera."

### SCIENCE & NATURAL HISTORY



SCIENCE JOTTINGS.

RATIONS AND HEALTH.

WITH the Government rationing scheme so close upon us that it will probably be in full force soon after this appears in print, it may be as well to consider what effect it is likely to have on the nation's

health. By this I do not mean the health of our gallant soldiers and sailors, nor of our munition-workers and other manual labourers in the employ of the State, because it may be assumed that the Government has already had the best advice obtainable on this point, and has satisfied itself that the rations which it is now providing are sufficient to maintain their consumer in full working efficiency. What one has to consider is the effect that the reduction in the amount of food that he or she is to be allowed to consume is likely to have on the health of the ordinary citizen of the blackcoated class, whether in town or country. As for the agricultural labourer, he has, unfortunately, been too used to privation during the decay of agriculture in this country for the coming change to make any difference to him.

On the whole, then, it may be said at once that the proposed scheme seems likely to promote rather than to damage the

health of this numerous class. This is especially the case with regard to the severe restriction of the meat ration which forms the chief feature in the Government scheme. Although it has lately been said in this column that meat was in some respects

the ideal food for the brain-worker, because of its easy and rapid assimilation, it should be remembered that the brain-workers form but a very small percentage of the class under consideration, and there can be little doubt that the remainder have in times of plenty been accustomed to consume more meat than they needed. Omitting the question of cancer, thought by some to be caused by a tooplentiful meat diet-as to which there is really no conclusive evidence there is fair reason to suppose that the three meat meals a day which have hitherto been usual with the black-coated class have had something to do with the great increase of appendicitis noticeable before the war.

Without going to such heroic lengths, however, the marked decrease in the sale of "patent" and other remedies for indigestion shows that the cutting-down of the consumption of meat that has already taken place has had a beneficial

effect; and there is no reason why this effect should be lessened by its further limitation. The rationing of meat may therefore be considered as likely to improve rather than impair the health of the average sedentary worker.

This tendency is considerably accentuated in the case of sugar. The consumption of sugar, almost



A BRITISH SUBMARINE: THE CONNING-TOWER DURING A SURFACE SPIN. Photograph supplied by Topical.

unknown to our ancestors in Tudor times, has increased up to the outbreak of war by leaps and bounds, with a marked effect on the health of the population. The well-nigh universal opinion of dentists is that it is the chief factor in the early decay of the teeth

in the British Medical Journal for the 2nd of

this month, has shown that in 300 cases of diabetes coming under his observation 31 per cent, appeared to be caused by excess of sugar in the diet, 40 per cent. by anxiety or overwork, and about 60 per cent. by the two causes

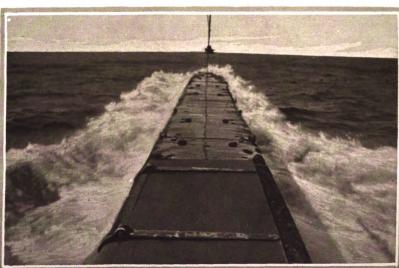
combined. Here, then, are two reasons why the reduction in the consumption of sngar is likely to be distinctly beneficial.

Generally, also, the effect of the reduction in the consumption of food which has already taken place seems to have had no deleterious effect on the nation's health. In the Vital Statistics published at the beginning of the month, it appears that the deaths per 1000, which were 15.1 in 1915, had fallen to 14 in 1916, and were only '4 above the last figure in 1917. Not less pleasing is the falling off in the mortality of children under one year old, where the percentage is calculated not on the deaths per 1000 individuals, but on every 1000 births. Here we find that the number of deaths, which was 110 in 1915, fell to 91 in 1916; and, although it rose again to 97 in 1917, was yet far from reaching the 1915 figure. This is the more gratifying because the scarcity of milk might have been expected to increase seriously the mortality of the infant popu-

lation, and shows that the nation's vitality has been increased rather than diminished so far by the reduction of food. This gives fair ground for confidence that the further reduction now about to be enforced will not injuriously affect it.

> Lest this view be thought too optimistic, it may be as well to say that the ration of butter or margarine seems to have been fixed at too low a figure. Dr. F. G. Hopkins, in his lectures at University College, Gower Street, last month, showed that the wheat-flour of which our "war" bread continues to be made is very deficient in fat, and that bread - and - butter therefore answers a physiological want. Four ounces of butter or margarine per week does not seem to afford much latitude in this respect, yet on this and potatoes the Food Ministry seems to expect the sedentary worker to live. If the margarine ration cannot be increased, the remedy must be sought in im-

proved cooking. But it which is one of the most salient features in modern is impossible to alter the ideas of our womenfolk life, and this brings with it a whole train of diseases all at once, and here again the only effective way out of the difficulty seems to be the provision of



A BRITISH SUBMARINE: A BOW VIEW OF THE CRAFT DURING A SURFACE SPIN. Photograph supplied by Topical.

of the digestive organs. But, beyond this, there is another and more subtle danger. Dr. R. T. Williamson, national kitchens.

### FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY STRARM, LAPATETTE, MAULL AND FOX, LAMBERT, WESTON, BASSANO, HOWE, AND SPORT AND GENERAL.



#### NEW NOVELS.

"The Green More than the Trenchard family appears reflected, as in a glass darkly, in Mr. Hugh Walpole's "The Green Mirror" (Macmillan). For all its cleverness, and its haunting picture of the conservative and entrenched mediocrity of an old English stock, there is something that



HEAVY GOING: A ROAD SCENE ON THE WESTERN FRONT .- [Official Photograph.]

does not seem to us to get home, to act directly, about its images. They hardly appear to us to be life. They are the shadows of life in the mirror of Mr. Walpole's mind, and though they are accurate in outline and detail, they have an unnatural hue. There criticism ends, and the critic can admire without reservation the workmanship that has made an absorbing and masterly book. The mirror touches are not to be beaten. Aunt Aggie, for instance. No Dutch painter painted in every fold of a stuff gown, every wrinkle on an apple face, more realistically than Mr. Walpole has dealt with Aunt Aggie's toothache and Aunt Aggie's withered soul. And the English Sunday supper, which leads inexorably, by its awful chill upon body and spirit, to one of the crises in Trenchard history. "Sunday supper should be surely a meal very hot and very quickly over; instead it is, in all really proper English families, very cold and quite interminable. . . A tremendous piece of cold roast beef was in front of Mrs. Trenchard; in front of Henry were two cold chickens. There was a salad in a huge glass dish, it looked very cold indeed. There was a smaller glass dish with beetroot.

There was a large apple-tart, a white blanc-mange, with little 'dobs' of raspberry jam round the side of the dish. . . . Everything seemed to shiver as they sat down."

dish. . . Everything seemed to shiver as they sat down."

"The Spy in Black." We congratulate Mr. J. Storer Clouston on "The Spy in Black" (Blackwood). We approached it with some misgiving, spies, plain or coloured, being a drug in the novelist's world at the present day. "The Thirty-Nine Steps" is one of the most successful examples of this kind of romance; and when we say that Colonel John Buchan must look to his laurels now that Mr. Clouston has entered the lists, we think the reader will be able to measure the enjoyment that is waiting for him in "The Spy in Black." His book is distinguished by containing a Hun who is a gentleman—but, then, he was a sailor. His Hunnish point of view, ineradicable, of course, really only comes into prominence in the penultimate chapter, and everybody will feel relieved that he did not share the fate of his U-boat at the hands of the British hunters.

of the British hunters. We discover in this excellent story how to get to the islands of the Far

to the islands of the Far North if you are a German emissary, and how not to get there in spite of ingenious and murderous devices, and how enemy submarines may be very properly hoist with their own petard. The boys in the Grand Fleet will like to read "The Spy in Black"; we commend it as a gift to gun-rooms. But Mr. Clouston might note that it is not the R.N.R. that wears the zigzag stripes. In the next edition, perhaps, Lieut. Topham will have his plaited lace, and critics will fail to catch an entertaining author tripping. tertaining author tripping.

"Tales That Are Told."

It is interesting to see a novelist working

"Tales That Are It is interesting to see Told." a novelist working through the medium of the short story. A collection of tales generally indicates the predominant idea; IN A DRAUG and "Tales That Are Told" (Skeffington), by Mrs. Alice Perrin, is not an exception to the rule. We discover that Mrs. Perrin, though she writes the histories of Anglo-Indians in her longer books, with a convincing adherence to actualities, has a preposession in favour of eerie things, and snake stories for special choice. This does not appear in the first and longest tale, which relates how

Kudah Bux, Indian student, married an English girl in England, and took her to his own country, wherefore tragic events befell them both. It is a finished and haunting little events befell them both. It is a finished and haunting little piece of work; but, being a novel in miniature, it fails to come under the category of the short story. "Tales That Art Told" is worth getting, if only for the sake of Kudah Bux, and Emily, his British bride. After it come stories of ghost snakes, and pre-natal influence of snakes, and (when snakes are done) pig-tailed and canine phantoms—all very pleasantly goose-fleshy to read aloud to a family circle. It is a book to be included in country-house luggage, or to be recommended as a diversion in the basement on air-raid nights. Mrs. Perrin knows her public; and she has once again put the knowledge to good use in bringing out this seasonable volume.

Amid the host of organisations doing good work for our soldiers and sailors, the Church Army must be given a high place. Its many-sided forces are being employed to the fullest extent in so many ways that the value to the Army and Navy is incalculable, and yet its ordinary peace-time efforts are maintained. In every part of the



IN A DRAUGHTY BILLET: ON THE WESTERN FRONT .- [Official Photograph.]

war areas it is actively at work, and all who sympathise with its beneficent and successful efforts can obtain full particulars by writing to Prebendary Carille, Hon. Chief Secretary, 55, Bryanston Street, W. Although a "Charch" Army it is very liberal in its interpretation of its title, and all deserving cases appeal to it.



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## Stop Worrying about FLOUR

OR months now—ever since Miss Wright's solution of the present flour problem was publishedthousands of women have been making cakes as nice as pre-war ones. And, better still, they make them at practically pre-war cost and get over the flour difficulty beautifully.

## **Users of GOODALL'S** Egg Powder have no FLOUR troubles

NSTEAD of the dry, tasteless things most people have to be content with nowadays, they have deliciousyet patriotic because thoroughly rationed-cakes, perfect in texture, colour, moisture, richness, and everything else-and, best of all, they save three-fourths of the cost of eggs !

Few of the better people are wasting their money on eggs to-day—instead, when say 3 eggs are required in a recipe, they use one and a 11d. packet of Goodall's Egg Powder. This reduces the cost by at least 81d.—a very welcome sum-enough to buy 31b. of Margarine!

## A famous cook's report:

Miss Elsie Mary Wright:

"Cordon Bleu" Medallist of the National Training School of Cookery; Domestic Editress, "Everywoman's Weekly," etc., and one of the best-known cookery experts in London, says:

"With the present war-time flour it is often a problem to produce light and delicious pastry, but Goodall's Egg Powder completely solves the difficulty."



## Proved by analysis superior to its rivals

N the "Times" special Food Number there appeared an independent analysis of the leading varieties of Egg Powder. How poorly its rivals compare with Goodall's is shown plainly in Miss Wright's report :

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11d. packets, 7d. and 1/2 tins.

Goodall, Backhouse & Co., Leeds. 

#### "JENNY WREN," THE HANDY WOMAN OF THE "W.R.N.S."

M EN have had many privileges in this world's history, but has there ever been one more touched with romance than their exclusive right to "run away to sea"?—to join in that great adventure which is so dear to this nation of islanders?

The great upheaval of the world which is now

going on is slowly relieving the man of his "exclusive rights," and women are taking part in guarding and

rights," and women are taking part in guarding and working for these much-loved British Isles.

To "run away to sea," or a near equivalent to it, is now a possibility for women, and surely the most romantic of War Services is coming into being.

Just as the "W.A.A.C." is doing such fine work with the Army, so the "W.R.N.S." is coming forward to do its bit for the Navy in all departments where women's work is possible — and, indeed, in many

organisation of the service has been formed there has been the keenest interest to know what " Jenny Wren" is to look like and what she is to do.

Under Dame Katharine Furse, G.B.E., the Director, and her staff of Directors and Principals, the scheme of the Women's Royal Naval Ser-

vice has now taken shape, and the "Wrens," in the glory of their naval uniform, will soon be

naval uniform, will soon be a familiar figure on our coasts.
"Jenny" will not, so far, be able actually to go to sea, but she will be in close touch with it, and London will only have glimpses of her at her work. First, the "Wrcns" will become familiar to Londoners as drivers of the Admiralty cars; though, of course, the officers of the Service are attracting much in-terested attention

in their handsome blue uniform with the brass naval buttons and black "cocked" hats with a particularly handsome badge of blue and gold and silver thread, the blue being repeated on their

sleeves in rings to denote rank. The drivers to the Admiralty will have a pretty severe test to pass, as they must be able to handle most kinds of cars, light lorries, and ambulances; and night work in the darkened and night work in the darkened coast towns will call for a steady nerve, quick eyesight, and a ready mind to "turn to" at any emergency, and will give full scope to the plucky girl with a spirit of adventure. The Crystal Palace, which we have a characteristic to the plucky girl with a spirit of adventure. which was slumbering away into

a dreamy old age, has sprung into busy life under the stress of war, and the sailor girl is soon to take her place there among the great host of naval men who make it their quarters. How this old building, born in an age of crinolines and "the vapours," will shake its glassy sides with surprise at the sight of these active young feminine

Jack Tars! Dressed in a comfortable coat-frock of Admiralty serge with naval buttons, and a becoming, close-fitting hat with the "W.R.N.S." naval ribbon, they are beginning service there as "writers to the -an intriguing life for clerks-and, as immobile Navv



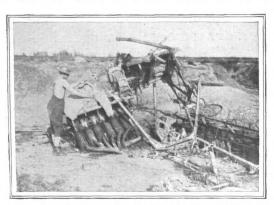
AT A MOBILE WORKSHOP ON THE WESTERN FRONT: REPAIRING MOTOR-CYCLES IN THE MUD. [Australian Official Photograph.]

workers, it is an opportunity for the London and

suburban girl to offer her services.

Now the "Wrens" are to realise from the first that they are not to be young ladies tied up in red tape, but to use their wits and their hands to the best advantage wherever they are put. They are to be encouraged to think and act for themselves where possible, and to seize opportunities and suggest improvements where they can see them in their work. They must start on their new life with the steady, sincere purpose of doing everything in their power to serve our wonderful Navy and its valiant

power to serve our wonderful Navy and its valiant men, and do all they can to lighten their burdens and to make their surroundings more comfortable. Again, when the "Wrens" are in hostels of their own, no slackers will find a place. They are to try and earn the honest title of the "handy-women" of the Navy, and to keep busy in making their own surroundings cheerful, homelike quarters, with plenty of occupation and recreation in their "off time."



ON THE WESTERN FRONT: A CANADIAN USING THE REMAINS OF A GERMAN AEROPLANE AS A CLOTHES-HORSE. - [Canadian War Records.]

where women have not been thought capable of

The moment it was whispered abroad that service with the Navy might be possible, an almost unpre-cedented amount of enthusiasm was shown for this new war work; and during the weeks in which the

## Baby's Ration—

Mellin's Food is the diet for all children during the first few months of their young lives and at every period of their growth. Don't let your Baby be without Mellin's Food.

Children who are reared on Mellin's are a source of pride and joy to mothers. Their limbs are plump and solid, their bones are firm and their constitutions sound. Mellin's Food establishes the foundation of robust and happy maturity.

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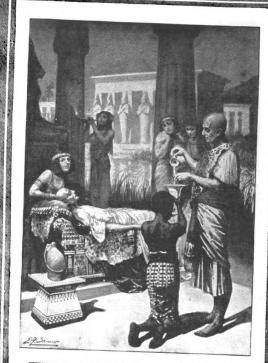
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The ideal food for hand-fed infants from the day of birth. Readily adaptable to the needs of children at all periods of growth.







## THE WILL-TO-BE-WELL

"By the force of my will I shall subdue this disease."

Buddha.

"If you can force your heart, and nerve, and sinew
To serve your turn long after they are gone,
And so hold on when there is nothing in you,
Except the Will which says to them: 'Hold on!'"
Kipling.

### "I must—I will—get back my health!"

The man who says this to himself—really meaning it—is thereby helping and hastening his own recovery—so much does will-power influence bodily processes.

But in nerve weakness, unfortunately, the will-power itself is enfeebled; the patient is too limp and listless to make the necessary effort of volition; and it is here that Sanatogen comes to his aid.

"For Sanatogen," writes a physician in the Medical Press and Circular, "acts as a powerful nervine tonic, supplying timulus to the higher centres of the brain and spinal cord, and exciting the will-power to vigorous action."

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Note: Sanatogen will later on be re-named Genatos an — genuine Sanatogen—to distinguish it from inferior substitutes.

#### THE PLAYHOUSES.

"THE LITTLE BROTHER." AT THE AMBASSADORS'.

I F only there were less loquacity and more directness in Mr. Benedict James's interesting story of "The Little Brother," if only he had known when to muzzle his



WITH THE SERBIANS: AT A HEADQUARTERS CAMP. [Photograph by C.N.]

characters and leave a dramatic situation to speak for itself, something more than promise might have been predicated, something more than half-praise could have been cheerfully given to this melodrama of pogroms and Russian Jewry. Well enough prepared is its theme—that of a mixed marriage between a priest's son and a Rabbi's daughter; three maybe and comic enough are some of its of a mixed marriage between a priest's son and a Kabbi's daughter; true enough and comic enough are some of its lighter scenes illustrative of Jewish customs and Jewish types; and the climax of discovery in the play, wherein the persecuting priest is proved to be a brother of the Rabbi, and therefore to belong to the race he has helped to massacre, ought to be enormously effective. But it is

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half-spoilt because of the garrulity of the protagonists, and because, after all, though they are in conflict of a suffi-ciently desperate sort about their religion, there is no clash between them over the marriage which is the topic of the play—they both want to prevent it. Naturally, the two men dominate the stage, and their rhetorical duel provides the chief conortunity for act-

d their rhetorical duel provides the chief opportunity for act-ing. Mr. Lyn Harding as the red-wigged priest has a grim make-up, but is, perhaps, more vehement than really passionate. Jewish playgoers must be left to decide whether Mr. Fisher White, so sincere in the Rabbi's bursts of emoin the Rabbi's bursts of emo-tion, gives us a portrait that is racially exact. But there is no denying the humour and quaint attractiveness of Mr. Ben Nathan's marriage-broker, whose every appear-ance introduces an atmosphere of conicilities. of geniality.

The well-known company, Carreras, Ltd., after writing off Carreras, Ltd., after writing of all charges, including advertising and excess profits duty payable in respect of 1915-16, shows an available balance of £97,185, and the directors recommend a dividend at the rate

[Photograph by C.N.] commend a dividend at the rate of 12 per cent. per annum for the half-year, making 10 per cent. for the year ended Oct. 31, 1917, the same as for the preceding twelve months. They also place £25,000 to reserve, making that fund £140,000, and carry forward £44,227.

#### CHESS.

CORRESPONDENTS — Communications for this department should be underessed to the Chess Editor, Milford Lane, Strand, W.C.

CORRECT SOLUTIONS OF PROBLEM NOS. 3773 and 3727 received from J B Cumrar (Madeira): of No. 3774 from C Field (Athol), Mass, U.S.A.); Grant (Clweland, U.S.A.); and W Adams (Ruxton, Maryland, U.S.A.); of No. 3726 from J B Camara and C Field; of No. 3726 from J Mackintosh (Dumfris), S Holman, F Drakeford (Brampton), N R Dharmavir (Padiham), B Kiner (Hudders), Illy, W R Tebs, W L Salisbury-While (Birstall), W L Cafferata (Grantham), E S rdum, M Sinee, and J Dixon.

CORRECT SOLUTIONS OF PROBLEM No. 3778 received from J Dixon, G Stilling-feet Johnson (S-afortl), A H Arthur (Bath), J Fowler, and M L Evans (Exeter)

SOLUTION OF PROBLEM No. 3776 .- BY S. HERLAND. SOLUTION OF PROBLEM NO. 3770.—BY S. HERLAND.
WHITE BLACK

1. B to R 7th P takes P
2. B to Kt 8th K moves
3. Q mates.
If Black play 1. P to Kt 4th, 2. P takes P (en passint), etc.

#### CORRESPONDENCE CHESS.

Game played in an International Correspondence Tourney organised by the Revue Suisse d'Echecs, betwon Messrs. L. Trawin and K. Dittrich, quote the score from the British Chess Magazine. The notes are our

(Albin's Counter Attack.)

(Albin's Counter Alback)

WHITE (Mr. L.) BLACK (Mr. D.)

1. P to Q 4th P to Q 4th
2. P to Q B 4th P to K 4th
This constitutes the Counter Gambit, attribute of to Albin. It is analogus to the Falkbeer Counter Gambit on the King's side.
3. Q P takes P P to Q 5th
4. K to K B 3rd K to Q B 3rd
4. O K to Q 2 ad

(15) P to K K trid Q to B 3rd
4. O K to Q 2 ad

(15) P to K K trid Q to B 3rd
4. O K to Q 2 ad

(17) Q to K 4th

(17) Q to K 4th

9. P to B 3rd
10. P takes P P takes P
11. B to B 4th Q to K 5th
12. Q to Q 2nd Kt to K 4th

strong, out carrier examination shows goous to the Falkbeer Counter Gambit to the King's side.

3. Q P takes P P to Q 5th

4. Kt to K B 3rd Kt to Q 8 3rd

5. Q Kt to Q 2 and

P to K Kt 3rd has many points its favour, and is often adopted by Schlechter in actual play.

5. B to K t Sth

6. P to Q R 3rd Q to K 2 and

7. P to R 3rd B takes Kt

8. Kt takes B C sites

9. B to Kt 5th

Saving the gambit Pawn. White plays a very good game from now to the end.

9. C actiles Q Q takes Kt

12. Q to Q 2rd Q to Q Kt 3rd

13. Kt takes Q P Q to Q Kt 3rd

14. Kt takes Q P Q to Q Kt 3rd

15. P to B Kt 3rd Q to K 4th

16. P to B Kt 3rd Q to K 3rd

17. Q to K 4th

18. Kt takes Q P Q to Q Kt 3rd

19. P to B 3rd

19. A R to K 4q

19. P to B 5th Q takes Kt

21. Q takes P (ch) K to Q sq

22. K R to Q sq B to Q 7th

24. Q R to B fich Kt to K and

54. Kt takes Q P Q to Q Kt 3rd

19. Kt takes Q P Q to Q Kt 3rd

19. Kt takes Q P Q to Q Kt 3rd

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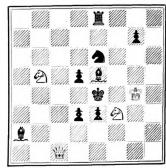
19. Kt takes Q P Q to Q Kt 3rd

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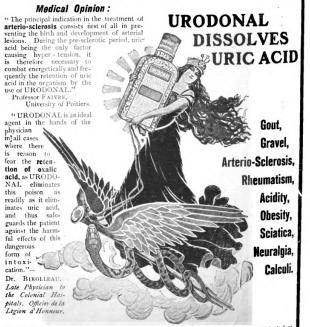
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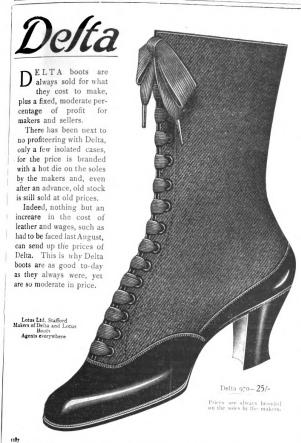


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### THE CHRONICLE OF THE CAR.

The Question of "Prejudice." In connection with the allegations which have been made broadcast that the motorist and the motor-car are the subjects of virulent prejudice on the part of the Government and the public, a meeting was held last week at which were present a number of the leaders of the trade and most of the Pressmen identified with automobilism. The subject of the discussion was this alleged prejudice, and I must say that it did not strike me there was any real consensus of opinion among those present that such prejudice really exists in the

judice really exists in the judice really exists in the form some would have us believe. To be 'exact, the only argument of a telling kind was one stated by Mr. Joynson Hicks, M.P., who told us that when he stood up in the House to speak in the house to speak in the hed to realise from the beginning that he he had to realise from the beginning that he was in the presence of a hostile audience. Ergo, he argued, Parliament is prejudiced against motors and motoring. Agreeing, as one must, that this atmosphere of hostility exists, I think we have to look well below the surface for its cause. For my own below the surface for its cause. For my own part, I most certainly do not believe that it has its roots, in prejudice against the motor-vehicle against the motor-vehicle. That, I submit, would be as impossible as it would be illogical. Every Member of Parliament without exception—or with out exception—or with very few exceptions— uses the motor-car.

out exception—or with
very few exceptions—
uses the motor-car.

Probably ninety-five per cent own motor-cars, and
there are very few who are not deeply indebted to the
assistance of the car for their election to Parliament and in their political work. Moreover, each one is capable of in their political work. Moreover, each one is capable of realising—and does realise—that he whole future of our transport system is bound up in the development of the motor-vehicle. How, then, can there be any real prejudice? Obviously, there cannot. But equally we cannot deny the existence of the hostility of which the Member for Brentford spoke, and it follows that it must be based upon something which is not prejudice against the car, but

which is germane to it or to its use. To my mind, the answer to the question implied is as clear as noonday. It is to be found in the one word—roads. We have to remember that Parliament is very largely composed of men with what may be justly described as County Council interests. That is to say, when we talk to them about motor-cars they at once become the representatives of those bodies who have to pay for the upkeep of the high-ways, and whose direct interests are opposed to any form of traction which imposes heavier burdens on the local highway authority. They would, from this point of view, be just as hotly opposed to the principle of reverting

given-rise to an impression among a certain section of Press and public that the motoring interest aimed at securing a monopoly of the highways, or something very nearly approaching it. Of course, this was not so by any means; but the fact that the impression has been created remains. Undoubtedly there is strong need for revision of the legislation affecting highway transport, particularly mechanically propelled transport; but we can only secure this revision at the proper time and by the proper methods. As to the former, the time is certainly not now; and I think it is the worst of tactics for anyone to attempt to raise an outcry about "grievances" before we have done with the war. With regard to the question of gard to the question of



A CENTRE OF CONSTANT WORK: A MACHINE SHOP OF THE SWIFT MOTOR-CAR COMPANY. Our photograph shows one of the Machine Shops of the well-known Swift Motor-Car Company, engaged on the production of engines

our transport arrangements to those of the stage-coach

The ultimate argument that emerges,

The Real
Remedy Against
"Prejudice."

in endeavouring to nation " treatment for the motorist. That way, I think, hes more trouble. In the past we have talked much about the necessity for securing more favourable legislation for the necessity for securing more favourable legislation for the motorist and his vehicle, and that has undoubtedly

with the war. With regard to the question of methods, I think we must attack the roads problem. Once get that settled on a satisfactory basis, and the hostility will all disappear as a natural consequence. Everyone—Parliament, Press and nublic ality. Press, and public alike is agreed that the is agreed that the pre-sent system of highway maladministration is an anachronism which must be swept away as one of the first tasks of administrative reconof the first tasks of administrative recon-struction after the war. What is needed is a Ministry of Communica-tions in which all high-way control shall be vested, administering funds derived from Im-perial taxation for high-way construction and way construction and way construction and maintenance, to take the place of the multitudin-ous authorities who at present mismanage— often through no fault

but that of the system-

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11

on the production of engines.

I know, but I think I may venture once more to mention the case of one of our principal main arteries which boasts of rather more than seventy separate authorities having sectional responsibility over some part of its 140 miles' length. That by itself, if there were no other argument, is quite enough to condemn the present want of system. What need is there to wonder that some at least of these authorities should be "prejudiced" against a form of traction which has, after years of small expenditure on highway upkeep. caused them to be faced expenditure on highway upkeep, caused them to be faced with a yearly increasing burden on local finances? For [Continued service]

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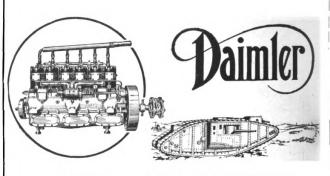
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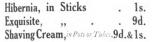
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my own part, I think we shall do
my own part, I think we shall do
well to concentrate almost entirely on
the highways question, because, as I
have already said, if and when that
is put on a final and satisfactory
basis the last excuse—and, as I
firmly believe, the only one that
matters—for "prejudice" will have
disappeared.

W. W.

One of the unmistakable and, to women, irresistible signs of the coming spring is the announce-ment of the White Sale at Harrod's ment of the White Sale at Harrod's great establishment in the Brompton Road, and, as it lasts for one week only, wise women will make their way there without loss of time on Monday, Feb. 18, and secure some of the bargains. To those who are unable to pay a personal visit Messrs. Harrods will send a comprehensive, illustrated catalogue, from which they can make their



A LADIES' FOOTBALL TEAM: A GROUP OF THE PLAYERS.

e well-known Humber Company, Ltd., have instituted a ladies' football club, in connection with their famous works, and girls have taken to the game with enthusiasm. The example of the Humber Company has been largely followed, and mber of clubs have been formed. But the Humber Team has never yet been beaten, having scored this season 59 goals against 3-

selections in their own homes. Pre-war prices obtain in many cases, heavy reductions in others. There are bargains in table-cloths and servicttes, in a delightful variety of designs, and wide range of prices, from 12s. 9d. to 108s. each for the cloths, so that every taste and purse has been consulted, and the bargains in house linens and other household necessities are, literally, too numerous to mention. Nor have the lovers of delicate and dainty lingerie been forgotten, and there will be a fine and varied show of "combies," nightdresses, camisoles, chemises, knickers, and the like, many of them representing the work of clever French designers, and of Irish peasantry. Dainty little white frocks, from 4s. 11d.; "toddling" coats in fine piqué, at 14s. 9d.; and a host of delightful items for le roi Ribe, will find many eager buyers. selections in their own homes.



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No. 4114. - VOL. CLII.

#### SATURDAY, FEBRUARY 23, 1918.

NINEPENCE.

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THE NEW CHIEF OF THE IMPERIAL GENERAL STAFF: GENERAL SIR HENRY H. WILSON, K.C.B., D.S.O., AN EXPERT ON THE WESTERN FRONT.

If at the time of the outbreak of the Great War Sir Henry Wilson's name was infamiliar to the public, he was professionally held in the highest regard at Army Head-plarters as a soldier of exceptionally brilliant talents and attainments. A former Compandant of the Staff College, like Sir William Robertson, he was (and is) specially a holidays cycling up and down what is now the Western Foont." The parallel with holidays cycling up and down what is now the Western Foont. The parallel with the Administration of Hindenburg with the Masurian section of the Eastern Front in horizont gratissims with the French General Staff in Paris, to whom he was previously attimately known in connection with various military matters. This very interesting

#### HOW TO USE YOUR MEAT CARD. BY A SPECIAL CORRESPONDENT. ⅌

THE first thing to keep in mind is that there are two distinct sorts of meat rations-those for butcher's meat, and those for game, poultry, and the like. The one has a basis of cost, and the other a basis of weight, and speaking generally, only three out of each person's four coupons may be used for butcher's meat, on which you may not spend more than is. 3d. in any one week. You may use all or of the coupons for the purchase of equivalents for butcher's meat, and on those there is no restriction as to cost; but the weight of each portion must not be more than the equivalent of 5 oz. of uncooked butcher's ment, with the average bone. It is all really quite simple. You must not purchase more than fifteen-pennyworth of meat at the butcher's in the week. pennyworth of meat at the buttered and in the other hand, you may, if you choose, live entirely, as regards fiesh, on game, rabbit, venison, horse, bacon, ham, and sausage, and for any of these you may pay what you please, but you are limited as to weight. Of all birds, uncooked, sold without feathers, and with the offal, you may have 12½ oz. for each coupon; if sold without the offal, 9 oz.; if cooked, 6 oz. Of rabbit or hare, the proportions, reckoning the skin in the same way as a bird's feathers, are 10 oz.,  $7\frac{1}{2}$  oz., and  $5\frac{1}{2}$  oz., respectively. Of venison or horse-flesh, uncooked, and sold with the bone, your coupon will give you 6 oz., or 5 oz. without the bone. If sold cooked with bone, the amount permitted is 4 oz.; if without bone, 3 oz. Of becom or ham uncooked and with the bone, you may have 4 oz.; if without the bone, 3 oz. If the same articles are sold cooked without the bone, the amount is 21 oz.; if with the bone, 3 oz.

Sausages and all tinned or preserved meats stand

in a class by themselves. Of first-quality seus-ges, containing not less than 67 per cent. of butcher's meat, you may have 6 oz.; of second-class seus-ges, containing not less than 50 per cent., you may have 8 oz. Of all preserved meats, the quantity allowed is 21 oz., reckoned according to the actual weight of the meat contained in the glass or tin; and in meat pies, cooked sausages, sandwiches, and so forth, you may have the same quantity of actual meat.

Elsewhere in this number is a reproduction of the meat cards for adults and children under ten. The child's portion is one-helf that of the adult.

Having got her card, what is the housewife to do with it? She should register it with the family butcher, but she is not bound to buy anything except butcher's meat from him, and may get all or any of the equivalents where she pleases, only, of course, parting with a coupon for each purchase. Each coupon on the adult's card is divided by a thin black line. That is for the convenience of anyone who wishes to have a meat meal outside, and does not want to use up a whole coupon. The half coupon may be used for a half portion, and the other half kept for used for a hair portion, and the other hair kept for the family, or another day. You must not tear off coupons (whole or part) yourself, for loose coupons are of no value, and the whole of so much of the meat card as is unused must be produced at every purchase. It will be found most convenient for the helder to

register with his or her ordinary butcher, and there is no objection to handing the whole card over to him to detach the coupons as purchases are made. But there is no obligation to register with any one retailer tather than another, even in those cases where the cards have been issued through retailers who have put their names on the forms. It will not, as a rule, be prudent for the housewife to leave her household's cards with the butcher, for she is very likely to want other flesh food than he can supply, or her menfolk may wish to lunch or dine out, and if all the cards are at the butchet's there will be complications.

The quantities are small, but they are the utmost the supply of meat in the country will permit, and it will be noticed that, by placing poultry and so forth on a basis of weight and not cost, Lord Rhondda has guarded against a run on butcher's meat alone, people who can afford it may spend what they like on g me and poultry, but in quantity they cannot get more to eat of any kind of flesh than their poorer neighbours. Family men who have to take some of their meals outside will be well advised to omit meat from such meals, and leave the housewife with all their coupons.

As regards the Food Cards, they will at the outset be used for the purchase of butter and margarine only. and for the present will entitle the holder to buy 4 oz. of either or both combined weekly. These cards should be registered with a grocer, and it will be his duty to mark off the squares for each week as he supplies the fats.

#### RAID PSYCHOLOGY: DOLLS VERSUS GOTHAS.

L ONDONERS have a right to a few words of L praise, even from one of themselves, for the cool courage they have shown during the Gotha raids. They have at any rate set a fine example of the equanimity that springs from the self-control of an aristocratic race (all Englishmen are aristocrats, according to Goldwin Smith, who denied the existence of a bourgeoisie in England) to the aliens in their midst who have not long escaped from servitude in the East End of Europe. The sight of Russian refugees stampeding for the shelters the moment they hear the reverberating sound of the maroons, so very different from the acrid noise of anti-aircraft guns or the angry crash of a bomb, has subtly ministered to the Londoner's consciousness of inherited discipline and keen sense of insular superiority. He judges these servile, panic-stricken folk charitably enough. "Poor fellows, they can't help it," he says to himself—a saying comparable with that of the soldiers who observe with a smile, "It's Fritz—he knows no better," when some civilian Rhadamanthus reminds them of the unspeakable atrocities committed according to order by the very men to whom a share of their rations has been given.

But there is another psychological factor in the Londoner's imperturbability. He finds a real access of profound happiness in the certainty that he is now living on a kind of a front. "Dad's happy now," said a young officer to his friend when he had finished devouring the budget of letters from home, what time the smell and sizzle of bacon frying filled their dug-out; "his studywindow was broken by a bomb-splinter, and he says he's in the war too." "And so he is," replied his stable-companion. Again, the Londoner will sometimes confess to a feeling of sheer exultation at the majestical clangour of the barrage fire over his farlistening city. It is an emotion definitely felt, not easily defined by the amateur psychologist. Perhaps the two chief ingredients are gladness at a break in the humdrum routine of town-life (it is not romance that brings up the 9.15 to the Mansion House), and that inexpugnable love of living dangerously which makes adventurers of us all when opportunity offers. Clausewitz, no doubt, would have approved of Gotha raids as a means to the end of gaining opinion—i.e., bringing the enemy into a mood favourable to submission. But neither Clausewitz nor any of his German disciples ever had the chance of studying the way the English mind reacts to the danger it secretly esteems as the very spice of living.

But a price has to be paid, after all, for the equanimity which is a compound of moral and physical courage. Doctors say that the Londoner suffers more than the alien from the after effects, ometimes amounting to a mild form of shell-shock, of the nocturnal bombardments. The truth is that fear-or rather, the free expression of it—is often a psychological safety-valve. After a raid night the timorous alien eats his breakfast as usual. But thousands of his not altogether willing hosts suffer from stomachic troubles which are a source of discomfort, or even worse, for several days. Cases of the neurasthenia known as

#### By E. B. OSBORN.

shell-shock are not infrequent among adults; they occur more often with men than with women. But it is the children whose nerves are most sadly shocked by the barrage fire. Almost always they show courage beyond all praise at the time. The little girl who got out of bed during a Zeppelin raid and shook her time fist at the dark, starry sky and remarked "I ain't afraid of a silly balloon fing," is but one of a myriad minute heroes and heroines. But the after-effects often take the form of a silent hysteria, which can only be cured by specific treatment. Perents who can afford it send their children into raidless regions That, unfortunately, is a remedy beyond the means of most Londoners. But the medical authorities assure us that a specific cure for raid-sickness in a child is often to be found in prescribing—a new toy! A dol, to a little sparrow-girl who has never had one, is by far the most wonderful thing that ever happened. Raids are clean forgotten in the bland light of a doll's blue eyes. Clasping this Æginetan symbol of the babe in her soul, when next the Gothas invade our sky, the child protects it against the bombs, and fears no more for herself the barrage fire and tits vast reverberations. Let us, then, mobilise all the old, unwanted dolls (and other curious toys too) to help win this war of the nerves in which no form of spiritual energy—least of all latent mother-hood—should be left unused. It would be easy to arrange a plan of distribution in the areas of flimsy tenement houses and jerry-built cottages which suffer most from the raids

#### STRAFING A FRITZ.

#### ಱ

#### By JOHN S. MARGERISON.

IKE a giant swan, the seaplane soared upwards, Like a giant swan, the scaplane soared upwards, leaving behind her on the water a zig-zagged track of white foam, showing the course she had steered in her "taxi-ing" to clear the steep bluffs which locked the little harbour which was her base. Up she went, till her pilot and observer appeared like toy men to the watchers on shore—till she herself was a speck in the distance.

Below her, like a well-ordered procession, appeared at precise intervals certain ships, some with the insignia of neutral nations blazoned on their sides in wain'attempt to prevent the Ham in the Untersecteogle murdering them as combatants; some—flatly deflant and unafraid, these—with no marks of nationality save the Red Duster of Britain's Merchant Navy flaunting at their sterns. And, sinister shapes, deep down in the water, completely hidden, were the forms of two E-boats, keeping pace and distance with the cargo-carriers, ready and eager to deal with Fritz whenever he chanced to make his presence known.

A squat drifter, garnering mines from the depths, turned an inquiring telescope and the muzzle of an anti-aerial gun in the seaplane's direction; the observer, seated behind the pilot, with his telephone headpiece strapped into place, made certain signs and laughed. An inquisitive torpedo-boat, hurrying along all o in his direction, laughed as well, and sharply swerved on another course, sati fied that this was no Hun-bird ma-querading under false colours. Presently the seaplane sighted a wondrous col-

lection of ships-slow-footed trawlers, sweeping for

U-boats; perky little motor-boats, darting hither and thither as they tried to flush from his covert a suspected U-boat; stately, waspish-looking destroyers, hovering on the edges of the pack, ever ready to dash in and kill whatever fox might break covert and attempt to fight, at bay, for his life.

A tap on the wireless key, a buzz in the observer's receiver, and the senior destroyer acknowledges the advent of this latest and most deadly addition to the pack. Then the seaplane became, all at once, exceedingly busy. Her observer leaned forward eagerly, his right hand holding to his eyes a powerful pair of binoculars, his left tap-tapping on the wireless key.
"Fritz broke cover," he said. "Heading south.

Look out for smoke bombs '

The senior destroyer detached herself from the pack, picked up her heels, and flew on the trail indicated by the eagle aloft. And the eagle, that there might be no missing the quarry, followed also, ever and anon dropping small smoke-bombs to mark where the U-boat had turned off his course. Presently the destroyer dashed up, and something long and sinister dropped from her stern. It sank into the depthsthere followed a dull boom and an upheaval of a grey mound of water—and the Fritz, shaken badly by the depth charge, blundered on blindly. Another and other depth charge burst about him, and presently, sulky, he went to earth; while the destroyer and sea-plane stood guard over him.

Came then four trawlers, in a hurry. At a flagged

word they dropped overside their sweeps-wire hawsers of an incredible stoutness weighted in the centre—and steamed towards the U-boat from the corners of a quadrangle, their movements directed by the eyes in the air. Their wires caught under Fritz's bow and stern, and, with a deal of see-sawing, were at length persuaded to insinuate themselves fairly under his hull. Then, crossing each other's bows, the trawlers crossed their wires, holding the U-boat exactly as though they were going to hoist him to the

"Ready," called the seaplane. "Thanks," replied destroyer. "We'll give him a chance to surder if he doors." the destroyer. render-if he doesn't-

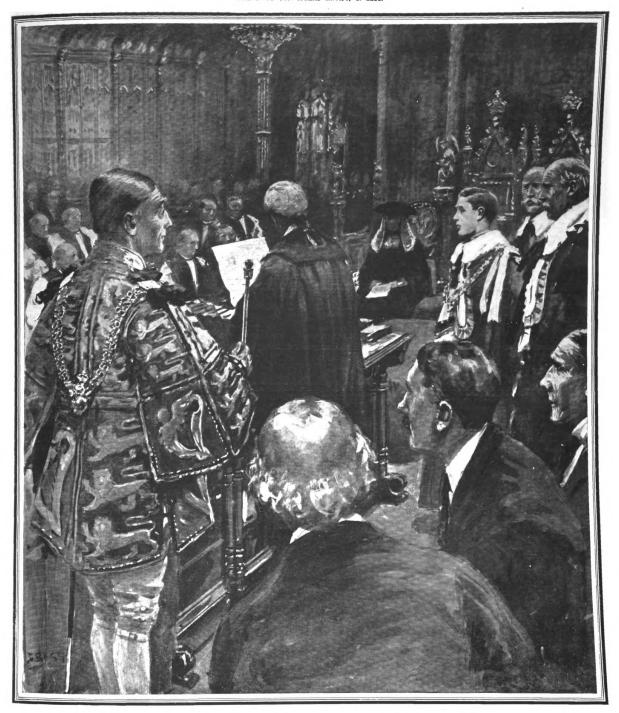
At last the pack got tired of waiting; the destroyer spoke again, and two of the trawlers clipped small red tins of high explosive to their now taut wires. These slid down till they touched the hull plating of the imprisoned Fritz—the seaplane spoke again, the destroyer answered. Two brawny, vengeful fists crashed down upon two firing-keys, two miniature explosions took place in the depths—and the hungry core resolution. seas rushed in through a pair of huge holes blown in the U-boat's plates.

And, even as the seaplane's observer, the de troyer's commander, and the trawlers' skippers entered into their logs the time and certain other detail, a pool of oil rose to the sea surface, and, spreading it elf on the tide, left dark stains upon the hulls of the five surface craft.

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#### THE PRINCE OF WALES IN THE LORDS: H.R.H. TAKES HIS SEAT.

DRAWN BY OUR SPECIAL ARTIST, S. BEGG.



WITH THE DUKES OF BEAUFORT AND SOMERSET AS HIS SUPPORTERS: THE PRINCE OF WALES TAKING HIS SEAT IN THE HOUSE OF LORDS THE READING OF THE PATENT AND THE WRIT OF SUMMONS.

The Prince of Wales took his seat in the House of Lords at 4.15 p.m. on February 19, immediately after prayers, the Duke of Beaufort and the Duke of Somerset acting as his supporters. Wearing his Parliamentary robes, and the Collar of the Order of the Garter, he was introduced into the House by a procession of State officials, headed by the Deputy Gentleman Usher of the B'ack Rod, Capt. T. D. Butler. Then followed Garter Principal King of Arms, Sir Alfred Scott-Gatty (carrying the Patent), a picturesque figure, seen on the left in our illustration. Next came Lord Balfour of Burleigh, the Marquess of Crewe, the Deputy Earl Marshal (Lieut.-Col. Lord Edmund Talbot), the Lord Great Chamberlain (the

Marquess of Lincolnshire), 'the Lord Privy Seal (the Earl of Crawford', and the Lord President of the Council (Earl Curzon). The Hon. Sir Sidney Grevile bore the Prince's Coronet; and his Royal Highness, carrying his Writ of Summons, entered between his supporters, the Duke of Ecaufort and the Duke of Somerset, with Lord Claud Kige' Hamilton in attendance. After the Writ and Patent had been handed to the Lord Chance'or (Lord Finlay), seated on the Woolsack, they were read by the Clerk of the Farliament. The Prince them took the Oath and subscribed the Declaration, whereupon he was conducted to his chair on the right hand of the Throne.— [Drawing Copyrighted in the United States and Cunuda]



FAST, HANDY, EXCELLENT SEA-BOATS, AND ARMED WITH THE FAMOUS 75-MM. QUICK-FIRER: A FRENCH MOTOR-PATROL VEDETIE OUT U-BOAT HUNTING.

The motor patrol-boat service came into the war under stress of the U-boat menace. During the earlier operations at sea auxiliary motor-boats proved so promising for hunting U-boats that 500-odd were ordered from American shippards. All the Alice Navies now

porsess such craft. The French 20-knot motor vedette-boat shown carries one of the celebrated 75-mm. guns. It is matter for congratulation that in the case of the U-boat menace the threatened, and to some extent active evil has virtually brought its own antidote.

The Prosecution of Colonel Repington and the "Morning Post": At Bow Street.





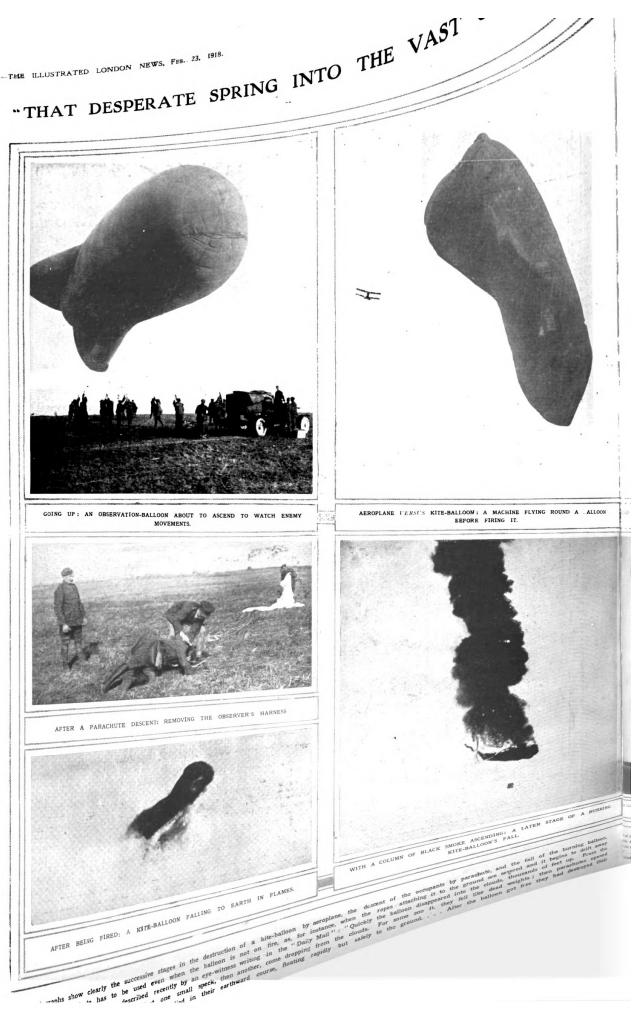
1. BROUGHT DOWN DURING AN AIR-RAID ON DUNKIRK: A CAMOUFLAGED GOTHA ON VIEW BEFORE THE STATUE OF JEAN BART.

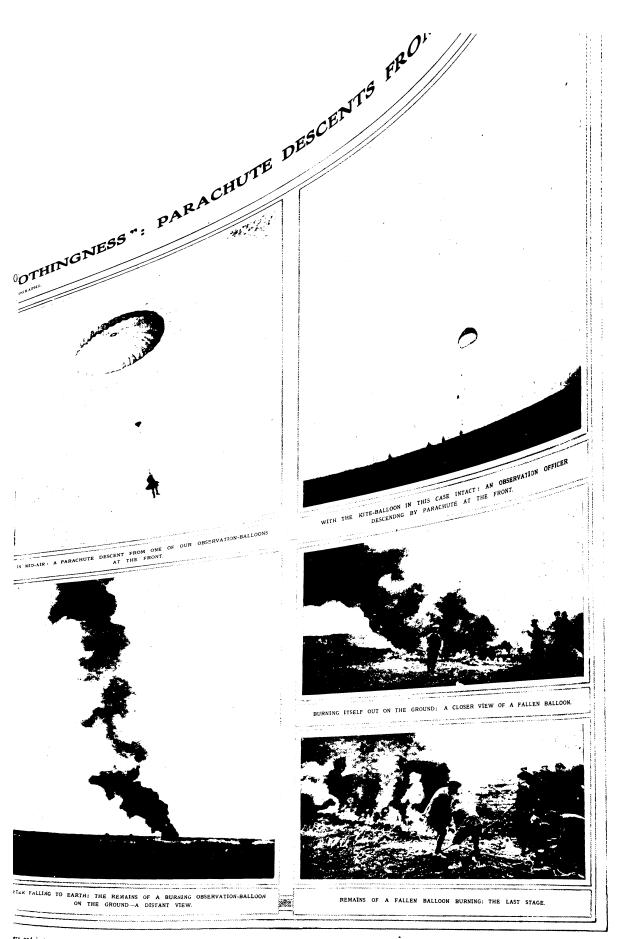
PREPARING AN AEROPLANE FOR A BOMB-DROPPING EXPEDITION: ADJUSTING BOMB-FUSE MECHANISM AND FIXING BOMBS BELOW THE PILOT'S SEAT.

nkirk has been subjected to frequent air-raids and bombardments. One day not g ago, an afternoon bombardment by a German heavy gun was followed at night three raiding attacks by German aeroplanes. These raids, however, cost the enemy machines. One, a chaser aeroplane, was brought down by French airmen. The br, a large bomb-dropping Gotha, picturesquely painted with a camouflage detign, bit by the French anti-aircraft guns, and came down on the coast at Zuydcoote.

The crew of three German airmen were made prisoners before they could set fire to their machine. It was placed on view in Dunkirk, as shown in the upper photograph.—

The lower illustration shows bombs being got ready and fixed under the body of a bombing-plane previous to an airman's setting off on a raid. British airmen have been very active lately. On February 16, for instance, 24 German machines were accounted for by airmen and gunne's, and over 5½ tons of bombs were dropped on various targets.





ers and instruments, then clambered over the side of the basket and leaped for life into the great void beneath them, trusting to the gods who protect airmen to ensure that their achies strapped around their waists would open when they should. Visualise . . . that desperate spring into the vast grey vapoury nothingness beneath the balloon . . . the strain of the stone-like drop through 200 ft. before the parachute opened, and then the anxious mental query right through the later stages of the descent: 'What shall I light not instance the men made a safe landing. They came down, cal-like, on all fours and appeared little the worse. . But one can quite understand, after seeing the performed, why it is that observers, when they have had to jump from a balloon, are considered to need a short period of rest.''



By G. K. CHESTERTON

O'N the Bolsheviks, it seemed recently as if there were nothing to write? O were nothing to write but an epitaph, but sub-sequent reports have suggested a prolongation of their career. There is, in my own particular case, reason for distrusting the little known of such a clique—a reason in itself quite separate from the cause of the Alliance against Germany. It can only be expressed by saying that the talk struck me as bookish. It was even that worst sort of bookish talk in which It was even that worst sort of bookish talk in which the hearer feels there is only one book, and knows the name of the book. The very language of Lenin and Trotsky was full of Karl Marx. Their classification dealt only with the class terms which that narrow but acute German Jew applied to Germany; and which do not apply particularly well to Russia. Everything in Russia that Trotsky did not like was bourgeoig—in a country where

like was bourgeois-in a country where there is hardly any bourgeoisie. The persant proprietor does not fit in neatly with the Marxian scheme, so he did not figure very largely in the Maximalist speeches, though he figures by thousands in most of the European countries about which the speeches were made. At the best, such divisions are curiously crude and It is as if a man were to say that England must be divided into upper that England must be divided into upper, middle, and lower classes, because there was a first, second, and third class on the railways. In a way at once much more vague and more vital, it might be said that English society has three classes, though I think it would certainly be truer to say that it has four—and possibly truer still to say that it has forty. But a man who came to his conclusion by counting railway carriages would be rather wide of the mark. He would be surprised, or perhaps incredulous, at finding a gentle-man in a third-class carriage; but he would find a good many.

Now, there is one trick of thought which betrays most bookish thinkers of this type. Briefly, I may call it the trick of giving parallels without proportions. In the most obvious case, the Marxian appeals to the proletarians of all lands, because there are proletarians in all lands. He seems to taink that this means that all lands are prolectarian. As a matter of fact, of course, he might just as wel' say that, because there are hills in all lands, all lands are equally hilly. Most internationalist philosophy depends simply on two fallacies—first, calling every generalisation about a nation narrow and then applying that same narrow generalisation to all the nations of the earth. If we say "Italians eat macaroni," we do not usually mean that no Englishmen have ever eaten any macaroni. We mean that more Italians eat more macaroni; we state a fact of proportion. But if we spread our arms out to the ends of the

earth, in a universalist cestasy, and cry
"All men eat macaroni," we shall be wrong again.
Some men eat none, others little; and there is
ultimately a quite solid 'and simple sense in which those who have this particular practice are the Italians. Now, it would be possible to make a macaroni map, so to speak, as one makes a railway map, tracing the curves and filaments of that comestible into the remotest corners of the earth, noting the date at which a traveller had carried macaroni across the Atlantic to New York, or saying that macaroni had been "seen" by a wandering fisherman in the Hebrides. Some professor of the Prussian type could be trusted to lead the learned a dance in the matter. He might explain the adventure of the Hebridean fisher by saying that the very word "macaroni" was obviously the name of a Highland clan, the descendants of the prehistoric Celtic chief Aroni—possibly a

variant of Aaron. He might urge an American origin for it in New York, learnedly quoting the little-known rhyme beginning "Yankee Doodle came to town" and ending with the remarkable words "And call him macaroni." But convincing, or even crushing, as all this might seem at first sight, most of us would eventually return to another opinion. We should continue to assert that macaroni is an Italian name for an Italian thing, though a thing no longer entirely confined to Italy. And, oddly enough, macaroni is not the only thing that Italy has thus spread through the world.

The method of what I may call the macaroni map is applied, much too rapidly and rigidly, to all the



IN COMMAND OF THE LONDON AIR DEFENCES; MAJOR-GENERAL E. B. ASHMORE,

C.M.G., M.V.O.

General Asimore is an artillery officer, and a specialist in the kind of work to which his services have been specially allotted. Londoners, every time they hear the barrage-guns firing during an art-raid, may well rest satisfied that so capable and well tried an expert has them in his charge. General Ashmore has held the command of the London Air Defences since December 1917. Incidentally it may be added that, "big "as his reputation is in regard to article aircraft work, he is equally well known as an airman.

From a Drawing by Francis Dodd, one of the Official British Artists.

provinces and problems of this motley and troubled earth. Men like the Bolsheviks, and men who have far less excuse than the Bolsheviks, are perpetually making classifications and combinations touching the democracies of all countries, and the governing classes of all countries, the imperialists of all nations, and the internationalists of all nations. There is no harm in saying that there is a resemblance, so long as we realise that there is also a difference—and that the difference is always one of proportion. If you pro-claim freedom for factory hands everywhere, it will still be well to remember that rather more men are factory hands in Manchester than in Montenegro. This would seem a very simple truth; yet, by the neglect of it, nonsense is hourly being made of the whole great dispute which now divides the world. I have seen this simple fallacy confusing the discussion

of a thing of such direct and deadly importance as Alsace-Lorraine. And I have seen it muddling and misleading political thinkers not only in Germany, but in England.

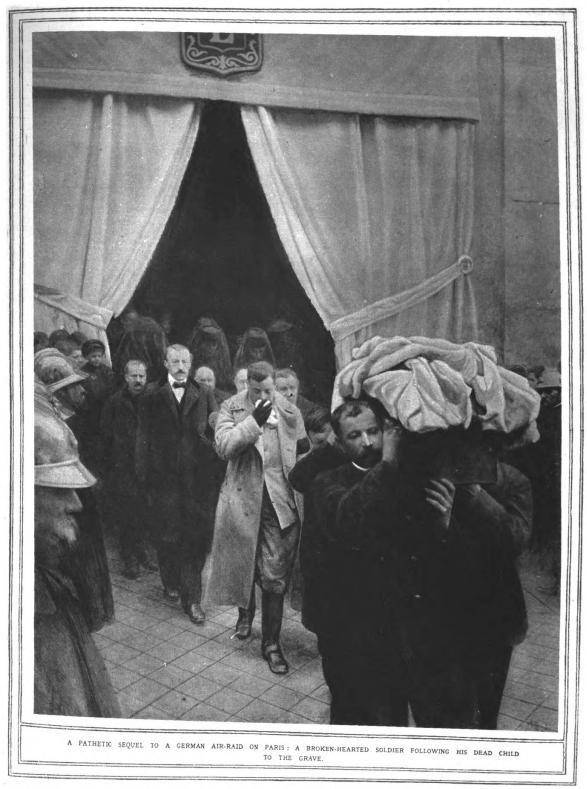
For instance, I have seen it gravely stated that it ght be "reactionary" to give back Alsace to France, because there are more laws protecting sweated workmen in Germany than in France. The immediate answer is obvious and decisive enough. As the German law does not prevent the Alsatian workman from being carved with a large sabre in broad daylight in the streets of Zabern, the range of the protection is evidently a little restricted. It will, I think, be admitted by everybody that it would be

more difficult to carve a French work-man with a sabre in the streets of Rouen, if only because, in the absence of laws to protect him, it would probably occur to him to protect himself. Such is the viva-cious and excitable instability of the Gallic temperament that he will not always stand still to be carved. But there is a bigger and broader, if less obvious, answer to the suggestion that France may have fewer laws specially designed to watch over the industrial worker. It is like saying that France had fewer laws than Old Virginia specially designed for the slave. The industrial worker is not the typical Frenchman-even the typical poor Frenchman. The even the typical poor Frenchman. The most normal and natural citizen of France is the peasant. The peasant is not a tenant, but a landlord—if he is only a very small landlord. The peasant is not an employee, but rather an employer—even if he only employs himself. Hence he has, by universal admission, a certain quality, which those who value it call virility and independence, and those who dislike it call pig-headedness and isolation. But neither those who like it nor dislike it will ever be found to deny it. Such a man will often dispense with laws to protect him from oppression, simply because the same spirit which makes him object to being oppressed also makes him object to being protected. He objects to being subjected to a servile law even when it is, as have been numerous servile laws in all servile societies, designed to defend the slave from certain extremes of cruelty. In Germany, as I have already pointed out, the servile law does not even do that, for the capitalist has only to call in the military and bureaucratic agent, who is always on the side of capitalism, and to whose action no humane tradition sets any limits at all. But the servile laws are intended in theory to do this; and the French peasants would dis-like this, if it were a success, as much as if it were a failure. In other words, the free man of France would not only rebel against German social tyrannies, but would rebel even more fiercely against German social reforms.

France has in this debate a right to a certain central position, as the norm and type of the free nations. She is the one nation that has never been duped by the barbarian. Russia, Italy, England have all, at various times and for various very arguable or exusable reasons, allied themselves with the ambitions of Teutonism. The Frenchman alone has always seen Teutonism as the mere myth and madness we now all brown it to be the control of the cont we now all know it to be. Frenchmen furiously pitted against each other, with pen and sword, have been at one in seeing this; it is as clear to Clemenceau as it was to Déroulède. For the Frenchman is truly a free-thinker, and never more than when he is a believer; and this truth is the only thing that a thought really free can find.

## WAR ON "THE INNOCENTS": A LITTLE AIR-RAID VICTIM'S FUNERAL.

PHOTOGRAPH BY J. CLAIR-GUYOT.

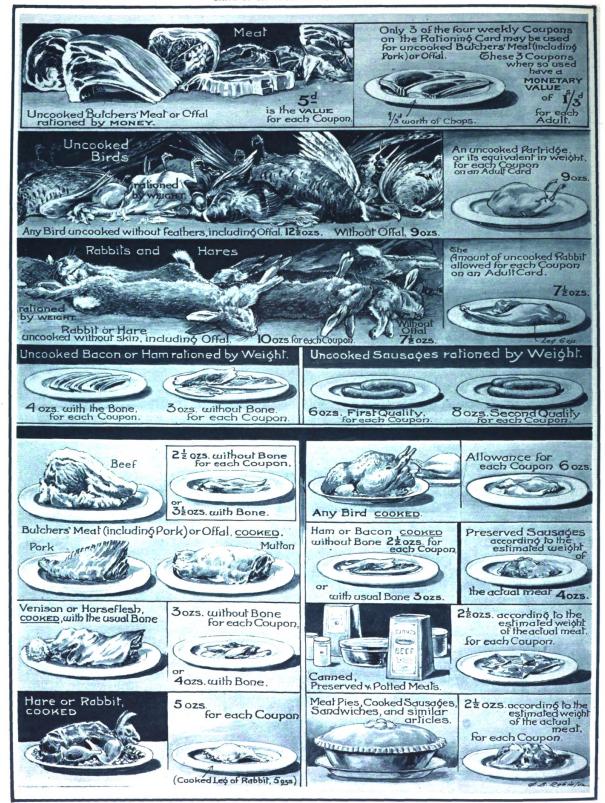


The inevitable sequel of the enemy's indiscriminate bombing of populous cities followed the recent German air-raid on Paris; that is, the killing of a number of women and children. It may be recalled that in the first official communiqué it was stated that the German aeroplanes "flew over Paris, chiefly on the right bank of the Seine, where, in a few moments, they dropped almost all their bombs, causing a fairly considerable number of casualties, especially among women and children." In a later announcement

issued a few days after the raid, the casualties were given as follows: Killed in the city—33 (including 11 women and 2 children); killed in the suburbs—16 (including 3 women and 3 children); injured in the city—134 (including 50 women and 10 children); injured in the suburbs—72 (including 38 women and 7 children). Thus, in all, 14 women and 5 children were killed, while 88 women and 17 children were injured, and the total casualties (men, women, and children killed or injured) were 255.

### THE MEAT CARD ILLUSTRATED: RATIONS SHOWN PICTORIALLY.

DRAWN BY OUR SPECIAL ARTIST, W. B. ROBINSON.



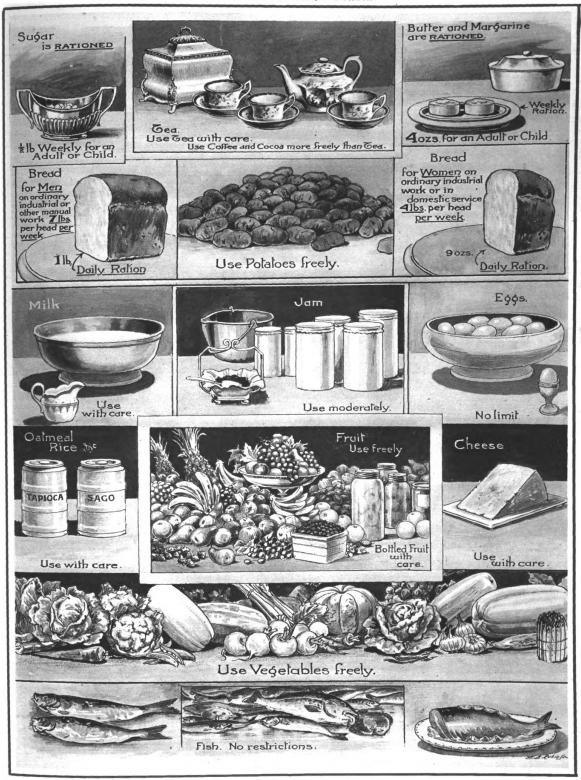
#### BUTCHER'S MEAT AND OTHER FLESH FOOD: DIAGRAMS SHOWING THE WEEKLY QUANTITIES UNDER THE RATIONS.

The above diagrams represent the weekly quantities of butcher's meat and other forms of flesh food allowed to adults under the system of meat rations introduced by the Ministry of Food. It will be recalled that only three of the four weekly coupons on the rationing card may be used for butcher's meat. These will have a monetary value. Each of these three coupons will buy 5d. worth of meat, representing, roughly, 15 oz. if the average price be taken at 1s. 4d. a pound. The fourth coupon, which has a

weight value, will buy other meats (bacon, ham, poultry, game, rabbits, preserved, cooked, and prepared meats) equivalent to 5 oz. of butcher's meat. All the coupons may, if desired, be used for buying meat other than butcher's meat. Generally the ration means 1½ lb. of meat for each adult each week. Children will receive half an adult's ration. Reduced facsimiles of the meat cards for adults and children appear on our "Science Jottings" page.—[Drawing Copyrighted in the United States and Canada.]

#### RATIONED AND UNRATIONED: FORMS OF FOOD OTHER THAN MEAT.

DRAWN BY OUR SPECIAL ARTIST, W. B. ROBINSON.



WITH AUTHORISED INSTRUCTIONS: ARTICLES RATIONED OFFICIALLY OR VOLUNTARILY, OR AVAILABLE WITHOUT RESTRICTION.

Of the articles of food shown on this page only sugar, butter, and margarine are at present officially rationed, the system of rations for bread being so far on a voluntary basis. These bread rations, it will be recalled, are divided into three classes for adults, as follows: For men (1) on very heavy industrial work or agricultural work, 8 lb. per week; (2) On ordinary industrial or other manual work, 7 lb. per week; (3) Unoccupied or on sedentary work, 4 lb. 8 oz. per week. For women: (1) On heavy industrial

work or agricultural work, 5 lb. per week; (2) On ordinary industrial work or in domestic service, 4 lb. per week; (3) Unoccupied or on sedentary work, 3 lb. 8 oz. per week. Our artist's diagrams represent class 2 in each case, i.e., for men and women. The instructions as to the use of the other articles of diet illustrated on this page, we may mention, were supplied to our artist by the Publicity Department of the Ministry of Food.—[Drawing Copyrighted in the United States and Canada.]

#### SCIENCE JOTTINGS.

THE "DEVELOPMENT OF EMPIRE RESOURCES."

"A CCORDING to a report of the Imperial Institute on the development of Empire resources, the Australasian Expedition prepared oils from sealeopards, seals, and penguins. This proved of good quality, and could be utilised for soap-making and leather-dressing."

This much I gathered from a newspaper three days ago, and the announcement not only shocks but disgusts me, as it will all who have any knowledge of our "Empire

resources" and what this announcement means. The very able chemists who analysed this oil may be trusted in their verdict as to the suitability of this oil to soapmakers and leather-dressers: but they evidently are not very well informed as to the probable length of time these "resources" would last, to put the matter on its lowest grounds-for this is an appeal to the commercial world, and-

Men have no faith in fine-spun sentiment

Who put their trust in bullocks and in beeves.

But they will be decidedly perturbed if they are led to base calculations on a source of supply which is doomed to be exhausted within

a few months. This harvest is to be gathered in Antarctic waters, and I will undertake to say that if the "harvest" is prosecuted with vigour—which it is sure to be if there is "money in it"—there will be neither seals nor penguins in these regions of desolation at the end of two years—if it lasts so long.

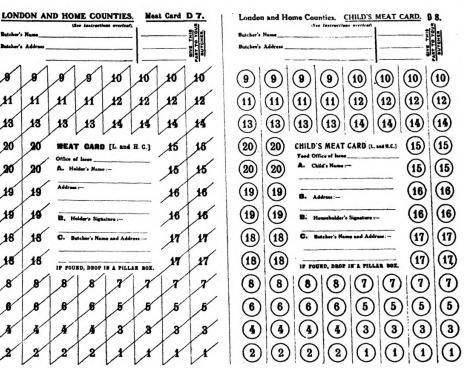
The Imperial Institute has told us no new thing in this announcement. The usefulness of oil extracted from penguins was proclaimed some years ago, and with details which made all decent men shudder. The wretched birds were driven to the boiling-vats up long planks, and made to precipitate themselves into the

boiling water prepared to receive them. Neither soap-makers nor leather-dressers will, I take it, care to encourage a traffic so foully barbarous.

But apart from its cruelty, and apart from the fact that the supply would be exhausted within a few months, there are other reasons why this proposed traffic—which is even worse, if possible, than the iniquitous plume trade—should be sternly forbidden.

Thanks to our standards of " education," the study of Natural History is looked upon only as one affording a harmless recreation for children and an equally

This method of "farming" wild animals by "close seasons" effects a double purpose—it ensures a continuity of supply, and also the continuity of the species farmed. The full importance of this last point is invariably missed. We execrate the Germans, and rightly, for their malevolence in destroying Louvain and Rheims Cathedral—among other iniquities—because they have made the would the poorer. They have been false to their trust in this, as in so much else, for each generation is the trustee for that which succeeds it in regard to these heirlooms—which belong not to any one nation, but to humanity at large.



THE SCIENCE OF RATIONING: THE MEAT CARD, AND THE CHILD'S MEAT CARD (REDUCED IN SIZE), FOR RESIDENTS . IN LONDON AND THE HOME COUNTIES.

London and Home Counties readers will be familiar with these cards recently issued. For the benefit of others, we may add that on the back is a space for the signature and address of the holder or child, with instructions for signing, registering, and using the card. These state (inter alia): "You can only buy Butcher's Meat, including Pork, from the Butcher with whom the Card is registered. You can buy other meat or a meat meal with the Card from any shop or eating place. Each numbered coupon represents if of the week's ration, and can be used only in the week to which it relates. A coupon or coupons must be torn off by the shopkeeper at each purchase." The penalties for misusing the card are £100, or 6 months imprisonment, or both. (See Article elsewhere.)

harmless "hobby" for such adults as are unable to rise to the heights of golf. To deprecate the exploitation of wild animals for commercial purposes is to entail the certain fate of being branded as a "sickly sentimentalist."

This is quite unjustified. There is no reason whatever why the fullest use should not be made of all wild animals, whether as food or for the purposes of industry—provided, always, that the killing is done decently and the tell on the species is no heavier than it can bear. And this last aspect can be regulated by "close seasons." Else what, would become of our fisheries?

If this be true of the work of men's hands, how much more so is it of living creatures which can never be re-created, as buildings and books can—at any rate, to a large extent.

But, further than this, in living creatures we have an inexhaustible mine of wealth to be worked for our spiritual wellbeing-that is to say, for our study of the conditions and mysteries of Life. The study of animal behaviour is only yet in its infancy-nor have we yet, by any means, grasped the meaning of the myriad forms of life by which we are surrounded. They hold many secrets of vital importance to our

knowledge of ourselves and of the universe. We are growing more and more to regard the pursuit of riches and the provision for our animal comforts as the end and aim of our lives. Riches are not to be despised; neither is ease—if we are to grow "spiritually," we must have enough of both. This being so, to wipe out any species of bird or beast to secure purely commercial ends is a crime against humanity. In so far as we are unable to see this, in so far are we participants with the Huns in their gospel that "Might is Right." We have the power to exterminate if we have a mind to, and why shouldn't we?

W. P. PYCRAFT.

### THE TORPEDOING OF THE TRANSPORT "ARAGON": LAST SCENES.

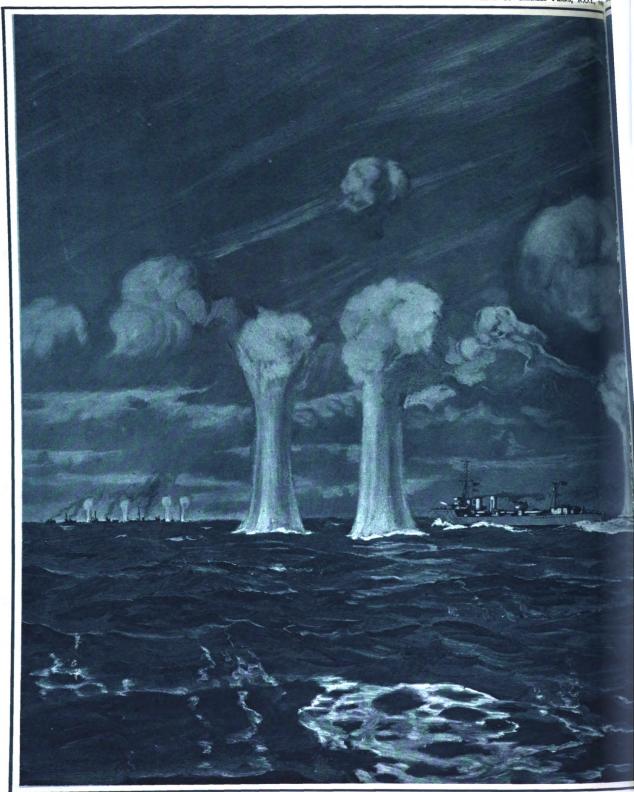
PHOTOGRAPHS SUPPLIED BY C.N.



These photographs of the sinking of the 'Aragon,' a liner on transport duty in the Mediterranean, have only just reached England. The occurrence has been officially notified to the public by instalments. On January 23, in Parliament, in reply to a question, Dr. Macnamara stated that "approximately 484 lives had been lost in a steamer sunk by enemy action in the Mediterranean at the end of the previous month." In another case, it was added, "the figures were approximately 224. Notification had been

### "AN ACTION RESULTED": A GALLANT ACT BY BRITISH

DRAWN BY CHARLES PEARS, R.O.L.



### ""PELLEW' AND 'PARTRIDGE' ENGAGING THE ENEMY WHILE THE CONVOY SCATTER

Our drawing illustrates the gallant defence put up by two British destroyers in charge of a convoy in the North Sea, against a raid by four German destroyers. Speaking in Parl a few days later, the First Lord of the Admiralty (Sir Eric Geddes) said: "The circumstances of the attack, according to the information at present available, were as follows: Partridge' sighted four enemy destroyers at about 11.45 a.m. on December 12, and shortly afterwards an action resulted; 'Pellew' and 'Partridge' engaging the enemy while the scattered in accordance with orders. Shortly after the engagement commenced, 'Pellew' observed that 'Partridge' had been heavily hit, and a little later saw an explosion on boa

## DESTROYERS, FIGHTING TWO TO ONE, IN THE NORTH SEA.

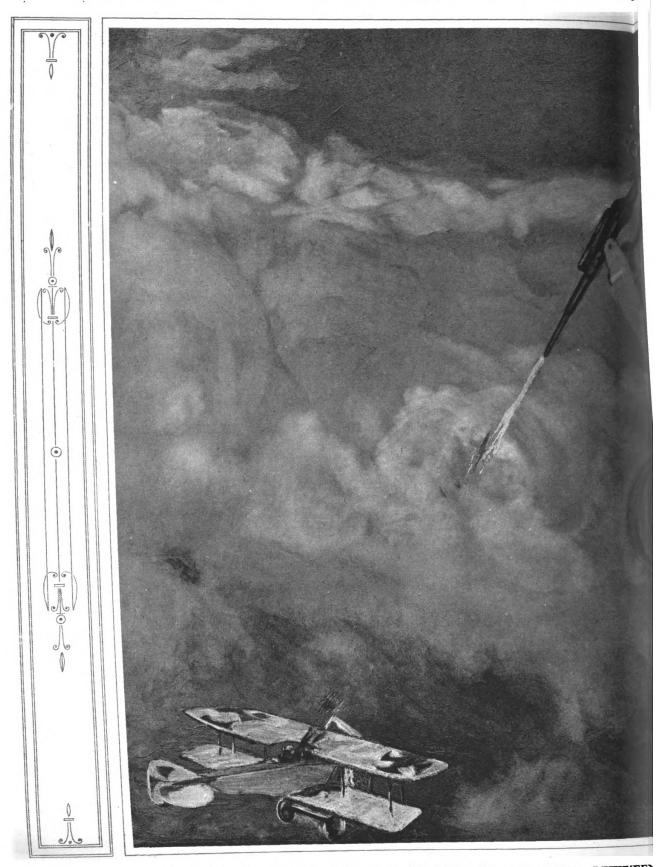
MATERIAL SUPPLIED BY AN EYE-WITNESS.



### TWO BRITISH DESTROYERS PUT UP A PLUCKY DEFENCE AGAINST FOUR GERMAN SHIPS.

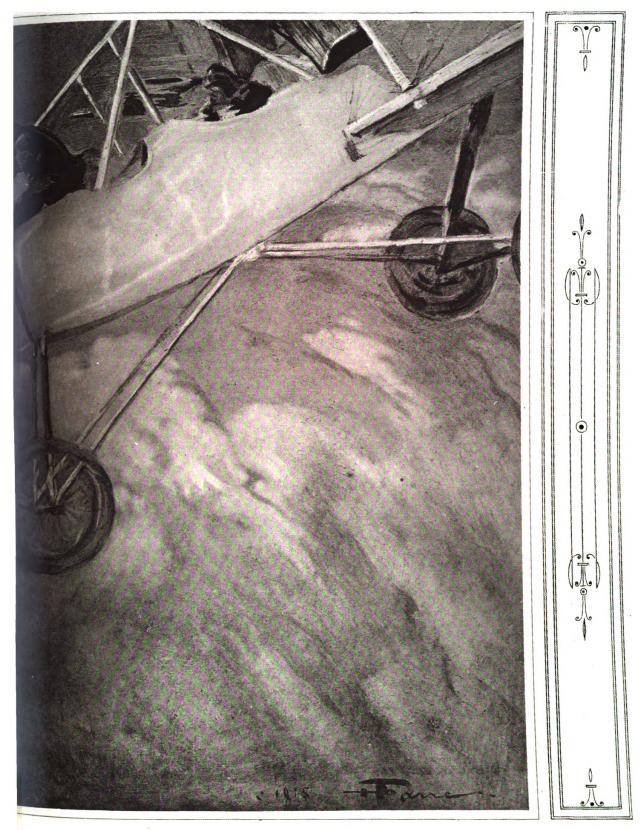
the sank. About this time 'Pellew' herself was holed on the water-line, and her engine-room filled with steam, her engines being partly disabled. She eventually was brought safely to this country. The enemy then apparently attacked the convoys. The six merchant vessels and four armed trawlers were sunk; 88 Scandinaviants, and to British survivors were rescued by four destroyers from a cruiser squadron which was hastening to the scene. Other survivors reached Norway in boats. . . A report from Kiel states that three officers and 21 men belonging to 'Partridge,' 11 men of the trawler 'Livingstone,' and one officer and 14 men of the trawler 'Tokio' have been brought there."—[Drawing Copyrighted in the United States and Conada.]

## "THE NATIONS' AIRY NAVIES GRAPPLING IN THE CENT



EXCHANGING MACHINE-GUN FIRE IN MID-AIR: A FIGHT BETWEEN

## AL BLUE": A MACHINE-GUN DUEL IN THE CLOUDS.



CH "VOISIN" MACHINE (ON THE RIGHT) AND A GERMAN "AVIATIK."



### ON THE DIFFICULTY OF CATCHING AIR-RAIDERS.

By C. G. G. G. GREY, his back-which accounts for the fondness of the

German raiders for coming in over the north-eastern

side of London while the moon is fairly low towards the south. The German is a scientific and pains-

taking beast, and would delight in working out such problems as the precise height and position of the

moon at the moment when his raiders would arrive

enemy aeroplane with any ease is to get the enemy

between himself and the moon, for then the other machine stands out as a clear silhouette against the

moon itself or against the bright sky in its vicinity. Now, the gunner on the ground, like the man in the

street—who ought not to be there on raid nights—can tell from the sound of the engines in the air fairly correctly the direction of an approaching aeroplane. So he can just follow round till he gets it between

himself and the moon, and take action accordingly.

The searchlight crews can also tell, by listening, the direction and class of the approaching machine or machines, and so may, with skill, get their beam on

The only way in which a defender can see an

BRI

SOME people are never happy, and would find cause for grumbling in a state of affairs which to others would resemble eternal beatitude. We used to describe the chronic grumbler, at one time, as "the kind of fellow who would grumble when he went to heaven because his halo didn't fit." In these days one might describe him as the kind of fellow who would grumble because air-raiders ever get home again.

Consequently, one finds plenty of people who are

immediate adoption, they receive a civil letter telling them that their proposal does not add anything to the information already in the hands of the authorities.

when one comes to consider the catching of aerial raiders of London, one must remember that a raider can approach from any point of the compass and at any height between the ground and about 15,000 feet—or say, three miles. If, purely for the

purpose of argument, one takes the course of the famous "Aerial Derby" race, which used to be the great annual aeroplane sporting event be-fore the war, as representing roughly the circuit of the London area-which is a fair assumption, considering that the course was designed to skirt as closely as possible round the actual residential or suburban portion of London-one finds that the distance round is just on 100 miles. Naturally, one does not say that this is actually the London Defence area-which may be bigger, and cannot pos bly be smaller-but it will serve as an illustration. In such a case, a single raider has the chance penetrating anywhere through what one might describe as a screen 100

to the visitor for the benefit of the neighbouring guns In this case, one imagines, it is an advantage to pick the machine up in the searchlight beam on the dark side of the sky, so that the illuminated object may have a dark background. For obviously a machine turned into silver by the beam would not stand out very clearly against the silvery disc of the moon.

But the aeroplane pilots—who, despite all the difficulties, have, perhaps, done most to beat off attacks—have the most difficult job of all, because they cannot hear the enemy's approach. Even if one could produce an absolutely silent engine, the rush of

London.

air past the machine at over a hundred miles an hour, tearing past the pilot's ears, shricking through the wires, and whistling round every projecting part of the body and wings, would set up such a din that it would be impossible to hear anything.

Therefore the pilot has to trust entirely to his eyes. He searches the sky in the direction of the moon. Wherever he sees a searchlight beam he looks into it for the sight of an enemy machine. And wherever he sees shells bursting he watches for a flash to illuminate



WITH OUR FLYING MEN IN PALESTINE: TESTING A GERMAN ALBATROSS SCOUT, WHICH WAS DRIVEN DOWN BY OUR MEN, BROUGHT IN AND REPAIRED, AND IS NOW BEING FLOWN BY US.

It will be noted that the "target" indicating that the machine belongs to the Allies has been painted on it.

dissatisfied because, when fifteen or twenty German aeroplanes cross the coast of England or reach the environs of Paris, most of them return to their own lines and only one or two are brought down.

To the ordinary rational being, defeat means the failure of something attempted. To the chronic grumbler, defeat means nothing less than the pre-vention of the attempt. Readers of this paper, being rational beings ipso facto, might reasonably argue that if twenty aeroplanes attack a place the size of London, if nineteen retire without penetrating the defences, and if only one gets through, the attempted raid has failed, and that therefore the raiders have been defeated. Even in the case of the recent raid on Paris only a few enemy aeroplanes actually reached the city itself, and so one might reasonably conclude that the raid was a failure.

Still, some people will insist on arguing that, because the raiders escape, therefore the defences have been defeated; so it may be well to provide more rational people with a few facts with which to keep up their side of the argument. At the moment, London is probably more in the world's eye as a target for raiders than is any other city; and it is admitted even by the Germans themselves that London is better defended than is any other city; so it seems well to take London as the basis of argument.

It is by now fairly well known that the defences of London consist primarily of guns, searchlights, and aeroplanes. The guns occupy fixed positions. positions may be changed from time to time, but for practical purposes they are fixed. Contrary to the popular belief, guns on motor-lorries do not go charging about the streets, pulling up to fire whenever they feel so disposed—at any rate not in these days, whatever may have been the custom early in the war, when little or nothing was known about anti-aircraft gunnery. The searchlights are likewise fixed. The aeroplanes patrol the sky over certain areas where they are most likely to meet enemy aircraft. If they do meet them, their further operations are a matter of fate.

There are, perhaps, other methods of defence well; but of these it seems well not to write for the present, till the high authorities see fit to disclose their plans. One merely mentions the possibility of other defences, so that people who feel sure that they, and they alone, have invented the one and only way of stopping air-raids may not receive too much of a shock when, on submitting their epoch-making idea

miles long and 3 miles high, or an area of 300 square miles set up vertically

If one imagines this possible area of attack as a kind of huge net of 300 square miles hanging all round London, one is able to envisage to some extent the difficulty of making

even a guess at where abouts any particular raider is going to run into it. Supposing that there are twenty raid-ing machines, then each of them has 15 square miles of the net all to himself. And as an aeroplane, of the type used by the Germans, is only about thirty yards across, one may form some idea of the difficulty of catching it in an area of 15 square miles.

It is true that the raiders generally attack in groups, each machine of a group following more or less the same course: but there is no guarantee that any one group will come in from the same direction as any other group, there-fore the whole 300 square miles has to be

guarded. This in itself would be obviously a fairly big job in daylight, and at night it is naturally far more difficult.

Anyone can try for himself the difficulty of seeing any small object in moonlight, even of the brightest. If one stands with one's back to the moon on some hilltop, or at a high window, and looks out towards the dark side of the sky, one soon finds that objects are invisible at quite short range. This shows at once that, if the aeroplane pilot or the anti-aircraft gunner has the moon at his back and is looking to the dark side, an aeroplane may pass quite close to him without his seeing it.

Obviously, therefore, the object of the enemy is to keep the moon in front of him and the darkness at



WITH OUR FLYING MEN IN PALESTINE: REMAINS OF AEROPLANES CAPTURED IN GERMAN AERODROMES

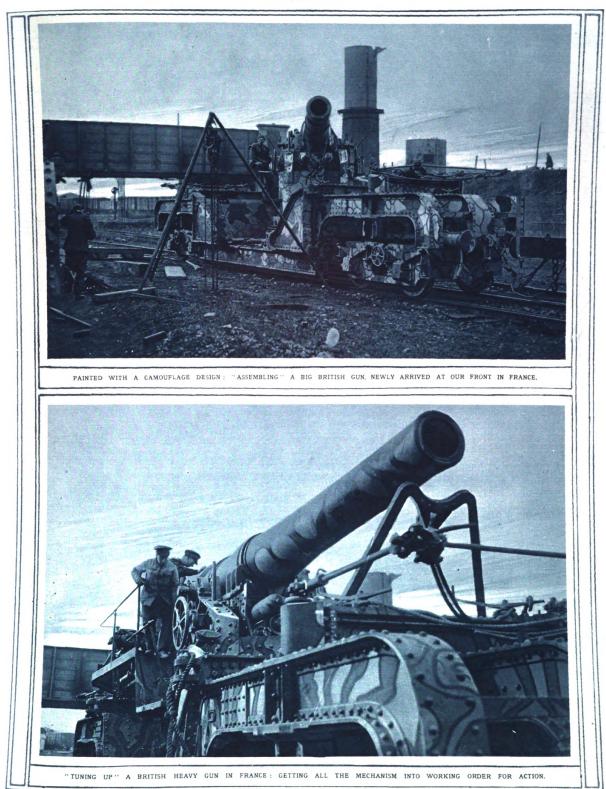
ly before he abandoned them when he had to retreat in haste The machines were burned by the er

an enemy for a fraction of a second; for the chances are that where shells are bursting there is an enemy aeroplane not very far away. When once he catches sight of an enemy he does the best the moon will permit to keep him in sight.

And yet, all the time while he is searching diligently for his enemy, there may be two or three hostile aircraft only a hundred yards or so away from him on his blind side, carefully avoiding firing at him for fear of attracting his attention.

Nevertheless, when one considers all the difficulties, one is quite astonished that the defences ever catch the enemy machines at all; and it is eminently satisfactory that they should beat off attacks as they do.

### BRITISH GUN-POWER ON THE WESTERN FRONT: RAIL-MOUNTED GIANTS.



In view of the expected German offersive on the Western Front, it is satisfactory to | nevertheless succeeded in stopping the German rush. Thanks to the efforts of the know that the British Artillery is very well supplied with guns of all calibres, and with unlimited quantities of ammunition—a state of things very different from that in the early period of the war, when our heroic troops, in spite of the deficiency in gun-power,

munition-makers at home, our men will no again have to fight at such disadvantage,

## A NIGHT ATTACK: CHARGING IN DARKNESS, LIGHTE

DRAWN BY R. CATON WOODVILLE IN

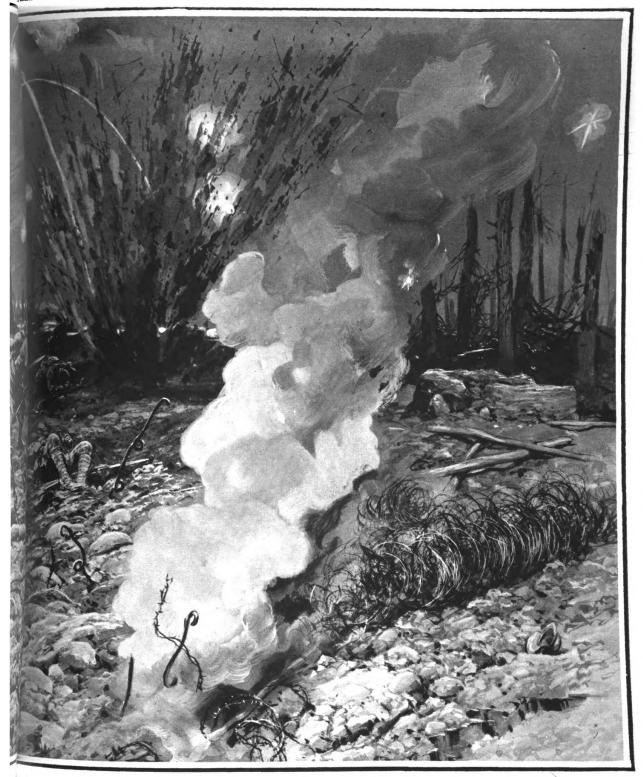


### BRITISH TROOPS ON THE WESTERN FRONT ATTACKING IN THE DARK: AN A

Years ago, the late Lord Wolseley gave it as his opinion that the battles of the future, owing to the formidable nature of modern arms of precision, in particular the then new the Maxim and of magazine rifles, would mostly have to be fought at night, under cover of darkness. Events in the present war have not justified the prophecy of the disti Marshal, owing to circumstances that he could not have foreseen. The deadliness and destructiveness and range of war machines brought into use since Lord Wolseley's day, words were spoken, increased a thousand-fold, and have altered battlefield conditions entirely. Night attacks do, however, take place, sometimes in force on a serious so

### P BY GLARE OF BURSTING SHELL AND LIGHT-ROCKETS.

TERIAL SUPPLIED BY AN EYE-WITNESS.



TO STORM AN ENEMY TRENCH-LINE (SHOWN BY FIRE-FLASHES IN THE BACKGROUND).

The conditions series of raiding along the trench-lines, night after night, to fetch in prisoners from whom the Intelligence Department may learn much. As shown, the ground on which the action depicted above is taking place is a tumbled mass of chalk, churned-up sand-bags, and fragments of wire entanglements, the result of shell-fire, with, here and there, a few med patches. The flashes of machine-gun fire and rifle fire from trenches in advance of the attacking troops are visible in the darkness amid the tree-stumps. The conditions under which the action is being fought add to the picturesqueness of the scene, but they also add appreciably to its tragic possibilities for all concerned in it.—[Drawing Copyrighted in the United States and Canada.]

### GERMAN SACRILEGE: A CRUCIFIX USED AS OBSERVATION POST.

DRAWN BY FREDERIC DE HAENEN FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



ON A PAR WITH THE DESECRATION OF CHURCHES AND THE RANSACKING OF TOMBS: A GERMAN OBSERVATION PLATFORM BUILT UPON A CRUCIFIX.

The Kaiser is fond of invoking Heaven as his Ally, and this drawing shows an instance of the practical use which his Army makes of sacred symbols, doubtless with the idea of paying Heaven a compliment by affording opportunity to assist their cause. The chair seen on the platform was taken from a neighbouring church, while suspended

on the right are telephone wires leading into a deep dug-out. When they had to abb the post, the enemy sawed half through the rungs of the ladder shown on the After what has occurred in this war, such treatment of a Calvary by the Germa no longer a matter of surprise.—[Drawing Copyrighted in the United States and Canada.]

### PELMANISM.

### "The Little Grey Books."

No books have achieved greater popularity during the war than "the little grey books," as they are affectionately called.

Soldiers pore over them in the trenches; sailors con them in their brief intervals of leisure in the Grand Fleet; business men and women consult them at every possible opportunity; lawyers, doctors, and students declare them to be an ever-ready source of help, stimulation, and encouragement.

of help, summation, and through the set wonderful "little grey books" in which the principles of Pelmanism are so interestingly explained: "Pelmanism"—that extraordinary new force in modern life—the "cardinal factor of success," to quote TRUTH'S telling phrase.

telling phrase.

If you do not know the "little grey books," if you are not a Pelmanist, you should hasten to make up for lost time. "Nobody who has not studied these books," says an ardent Pelmanist, "can conceive the immeasurable benefits resulting from them."

"A single one of them would be cheap to me at a hundred pounds," declares a solicitor. "As a direct consequence of them I gained a step in promotion," writes a Lieut.-General.

A General writes from France: "The importance of the Pelman Course can hardly be exaggerated. I agree it should be nationalised."

Many clerks, shop assistants and salesmen tell how they doubled and trebled their incomes as the result of a few weeks' study of the Pelman Course. Tradesmen tell of record turnover" and 100 per cent. and 200 per cent. increase in profits. The latest batch of reports from Pelman students (including men and women of all occupations in life) show that less than one per cent.—not one in a hundred—failed to gain substantial advantages from the Pelman Course.

And all at the price of half an hour or so a day for a few weeks! It sounds too good to be true; but there are thousands of letters to prove that it is absolutely true. There is not a class, not a business or trade or profession in these islands in which Pelmanism has not proved itself a wonderful help to success. That is to say, a means of increasing efficiency and developing "braininess" to such a degree that promotion and a bigger salary follow as surely as night follows day.

Women are particularly keen on Pelmanism; it has proved such an enormous help to them in "getting on" in business. Many of them describe it as "the best investment I ever made!

Moreover, they find it a truly fascinating study. " I am genuinely sorry the course has finished. I have found it so absorbingly interesting as well as profitable." These are the exact words used by students of the Pelman Course.

TRUTH has lately made another report upon the progress of Pelmanism amongst various classes, and confesses it would be impossible to name a business, profession, or vocation in which there were not hundreds of Pelman students.

Army and Navy officers are very "keen on Pelman"; 48 Generals, 10 Admirals, and over 6,000 other officers are studying the course, as well as thousands of rank and file. A large number of readers of *The Illustrated London News* and other leading journals have taken it, and have already profited by it in income and position.

The directors of the Institute have arranged a substantial reduction in the fee to enable the readers of The Illustrated London News to secure the complete course with a

To get the benefit of this liberal offer application should be made at once by postcard to the address below.

#### INTERESTING LETTERS.

From a Director.

I consider the Pelman Course is of the utmost value. It teaches one how to observe and to think in the right way, which few realise who have not studied it. The great charm to me was the realisation of greater power; power to train oneself for more and more efficiency. I gained from each lesson right up to the end of the Course.

Tooking back over the time since I first enrolled for the Course, I marvel at the changed outlook and wide sphere which it opened out to me. The personal benefits are a great increase of self-confidence and a thousandfold better memory. If only the public knew your Course I am sure your office would be literally besieged by prospective students.

From a Works Manager.

Your System has certainly been of great assistance to me in a variety of ways. Up to recently I was works manager for a big firm of yarn spinners, but have now attained the position of right-hand man to the owners, being removed from the executive to the administrative

From a Bank Cashier.

I have much pleasure in testifying to the practical value of the Pelman System as a means of developing one's mental powers. My chief regret is that I did not take the Course years ago. I have found the training of great value in clearness of mental vision, quickness of decision and greater self-confidence.

The outlay is quite nominal compared with the great advantages attained.

### From a Textile Buyer.

From your experience I would strongly recommend the Pelman Course to all who are ambitious and keenly desirous of success. Perhaps its greatest value is that it causes one to fed more independent of circumstances of any and every kind; it tends to transfer our form a Course from the course of th

rom a Coach Builder.

Temporary from the Coach Builder.

It is a pleasure to me to express my appreciation of the Pelman System. My powers of observation and concentration have increased so enormously that it seems scarcely possible for such improvements to have taken place in so short a time. There seems to me so limit to the possibilities of the System.

"Benefit," says "Truth," "is derived from the very first, and this the general experience of the vast majority of the students. Almost effore they are aware of it the brain is being set methodically to work in the lines which will bring out its full capacity."

The Pelman Course has already been followed by over 250,000 men and women. It involves no distudy. It can be practised anywhere, in the trenches, in the office, in the train, in spare the duty. It can be practised anywhere, in the trenches, in the office, in the train, in spare the duty. It can be practised anywhere, in the trenches, in the office, in the train, in spare the duty. It can be practised anywhere, in the trenches, in the office, in the train, in spare the duty and the day. And yet in quite a short time it has the effect of developing the diplication of the pelman fourse, of the carning power.

A full description of the Pelman Course, with a complete synopsis of the lessons, is given Mind and Memory," a free copy of which (together with "TRUTH'S" special supplement Pelmanism") will be sent post free to all readers of The Illustrated London News who a postcard to The Pelman Institute, 53, Wenham House, Bloomsbury Street, London, W.C.I.

The Base for Naval Outfitting—

## GAMAGES



## Torpedoed!

THE MILK CONFARY, Slough, Bucks, and occasion the other day to prove the sterling qualities which you claim for your Matted and Confidence of the Confidence to sea, as I consider them extremely valuable. I have officers. Yours sincerely, P.S.—You are at liberty to make whatever use of this letter

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ass Pocket Flasks of all Chemists and Stores, and in Ration tins for H.M. Forces, 1/6 each. If on service our Ration tins should be sent, and we will forward one of these tins post free to say so on receipt of 1/6. Give full name and address, or name of ship, also give your own name and

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#### LITERATURE.

Word-Pictures of the very magnitude of the war which is rending the world lends special value to accounts of the thousandand-one details which mean so much to the great public and interest them more than technical descriptions of strategy or tactics because of their very "humanness." It is just this "humanness" which makes "My Round of the War," by Basil Clarke (Heinemann), of interest to those to whom "deploying troops," or "straightening a salient "means little or nothing. Mr. Clarke's book will, therefore, be read with much of that feeling of personal interest associated with letters from sons or brothers, husbands

from sons or brothers, husbands or lovers, at the Front, which stir the blood, make the heart beat faster and bring tears to the eyes. But the pages are not chiefly sad. But the pages are not chiedy sad. Many amusing stories of people met during the author's exciting time in the war-area, many quaint and shrewd sketches of character, will make wide appeal. The author tells us first of the boats from Ostend arriving at Folkestone in the very early days of the war: "Every craft was chock full both above decks and below with huddled Belgian humanity, fleeing from the oncoming Germans...

from the oncoming Germans...

None of them had luggage, few of them food or money... All were worn and haggard; sick with the sea and with fear."

Then follow many vivid and often heart-breaking pictures of the early days of the author's journey towards Belgium against stream all the way. "a stream of outcast humanity." Here, again, the human note is emphasised, and so is it with all the three hundred pages of the book; but the tragic side is relieved by many word-pictures of people and experiences. We get, too, glimpses of the battles in defence of Calais and the coast, the Yser and Ypres, where, "heroes to a man, the Allies fought—and died. But they did not yield." Mr. Basil Clarke has many stories to tell from Flanders and other war-areas, and among the interesting details are a brief reference to other journalists met on the Somme; stories of Bucharest, the "Pocket Paris," and "city of powder-puffs and plots"; and to men and happenings which relieve the greyness and horror of the world-tragedy with which the book is primarily concerned.

"Limits of Pure Democracy."

prepossessions are diverse." So says Mr. Mallock in his with the attitude of men towards the political questions that are temperamental. He is pointing out that democracy are downing to the more or less a myth, and proceeds in a series of fascinating



WATCHING THE ENEMY: A LOOK-OUT PARTY IN A SAP IN NO MAN'S LAND, ON THE WESTERN FRONT. It will be noted that the trench-periscope is covered with sacking to disguise it.—[Official Photograph.]

chapters to suggest that democracy can only be effective in small communities, and that in large ones it must tend to become oligarchic. It is a daring book that Mr. Mallock to become oligarchic. It is a daring book that Mr. Mallock has given us; he demolishes very many idols, cuts down a large number of groves, and puts those who worshipped in a difficult position. Nothing more incisive, nothing that cuts with sharper edge at the root of popular fallacies has been written for many a long day. He shows us by striking examples how questions that may be called funda-

mental in small states tend to become composite in large ones, demanding for their wise solution the biggest brains and the most acute intellects, not the hapbarard guessawork of the untrained or half-trained. The talents and the energies of the few have ruled, do rule, and will continue to rule, the world; and in great Empires democracy may be flattered, befooled, given the shadow of authority but it can never have and hold the substance. It may discard one set of super-men, but another set must replace the first. "The crowd at Epsom," says Mr. Mallock with quiet sarcasm, "is competent to acclaim the Derby winner when it has won." And again: "With regard to composite questions, the pure will of the many, unless it is unified by the formative influence of the few, is neither a foolish nor a wise will. It is a will which does not exist." "Wherever the orator begins, pure democracy ends," is nother of the many inevitable conclusions to which the author is led by the sheer logic of facts. It is impossible within a modest space-limit to examine Mr. Mallock's work in detail, or even to criticise the passages in which he travels a little beyond his brief. At the same time, one may suggest on behalf of democracy that its general tendency, even in the great state, would be to keep the most important political questions simple rather than allow them to become complex. To the oligarchy the question of peace and war, for example, may be a very complicated issue; for a series of great states conducted on democratic lines, peace would be the first desideratum. If the Social Democrats had governed Germany in 1914, the murder of Scrajevo would not have provided good desideratum. It the Social Demo-crats had governed Germany in 1914, the murder of Serajevo would not have provided good and sufficient grounds for re-ducing Europe to its present condition. Democracy can surely

outline the principles of government in the pursuit of the greatest good of the greatest number. It can then employ its superment to carry out the work. That the brainless and incapable, or a large section of them, will always be jealous of the brilliant minority is, of course, inevitable; but no form of government will cure this unfortunate and universal failing. Be this as it may, Socialism will be all the saner for the rather bitter tonic that Mr. Mallock has administered.







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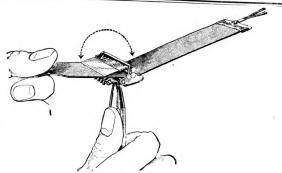
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## BLADE Economy

The "Valet" AutoStrop is the only safety razor with a self-contained automatic stropping device, and for this reason its blades last, on an average, four times as long as those of the "no-stropping" type. Probably because of this advantage, and also of the cheapness of "Valet" blades, the public do not always exercise economy in their use. The following hints will enable users to get even more than the two months' service which is claimed as the average life of a single "Valet" AutoStrop blade:

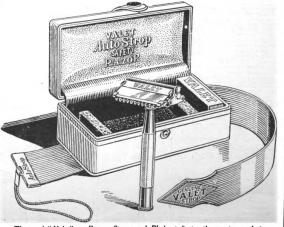
Use no abrasive strop dressing, and keep your strop free from grit.

Don't over-strop—10 seconds daily will keep your blade in the pink of condition.

Don't let anything hard touch the blade edge. Hold the blade almost flat against the face. It shaves better, besides lasting longer.

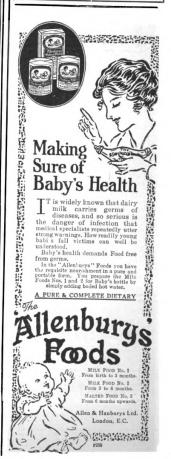
There is no shortage of "Valet" blades at present, but in view of constantly increasing manufacturing difficulties reasonable judgment and economy should be exercised in their use. The price of the Standard Set, which consists of "Valet" Razor, 12 "Valet" Blades, and "Valet" Strop, complete in handsome case, is One Guinea, and may be obtained of all high-class dealers throughout the world.

# "VALET" Auto Strop Safety Razor



The word "Valet" on Razors, Strops, and Blades indicates the genuine product of the AutoStrop Safety Razor Co., Ltd., 61, New Oxford Street, London, W.C. 1.





and drakes of mar-riage and money alike; but Arethusa

had been born sub-urban, and for the urban, and for the suburban woman to achieve a dashing sin is, we believe, a thing almost, if not quite, unknown.

She turned out a fairly good wife, in spite of a brief en-counter with an Italian nobleman,

when embraces were exchanged in the exchanged in the moonlight. Jona-than Jones died con-veniently, and she was united to Ernold, returned

was united to Ernold, returned from exile and for-given — nay, rein-stated in the office as confidential clerk. By way of emphasis, we are shown Arethusa's mother, who had trodden the sheep path dutifully from

"The Sheep Path" (Westall) is a novel with a theory to propound. Women are the sheep, who follow the path of obscure the sheep, who follow the path of the sheep and pretty clerk who liked soft living and had charms with a marketable matrimonial value. Arethusa therefore stifled the yearning of youth towards youth, and entraped Jonathan Jones, a middle-aged person who possessed ff50 a year, which is wealth in clerkly circles. The young man whom Arethusa would have preferred to marry—incomes being equal—had the unfortunate name of Ernold, Ernold Fraser; and wore nice new grey flamel trousers on his summer holiday. Ernold was told by Arethusa of Mr. Jones's fortune, and sought to add to his own salary by a little gambling flutter with one of his employer's cheques. Is the point clear? It was Arethusa's aversion to the sheep path that brought about Ernold's exile to Canada under a cloud, while she gambolled to France and foreign travel as Jonathan Jones's bride. Here it might be expected that she would make ducks and drakes of marriage and money



A WELL-KNOWN SINGER AWARDED THE MILITARY CROSS: MR. TOPLISS GREEN. Mr. Topias Green, the well-known bairtone, is serving as a Second Lieutenant in the Royal Fied Artillery. He has recently been awarded the Military Cross in the field, an honour on which all those who knew him in the musical world will heartily congratulate him.

Photograph by Elliett and Fry.

the beginning, and borne an annual baby to her selfish and callous spouse. There must have been twenty in the family, as Arethusa was grown up when the last was an infant in arms; but the full horrors of this calculation



AUTHOR OF "THROUGH LAPLAND WITH SKIS AND REINDEER": MR. FRANK HEDGES BUTLER.

The King has graciously accepted a copy of Mr. Frank Hedges Butler's book (as above), which we recently reviewed. During the war ski have been much used by French and Italian Alpine troops. It was from the Lapps that ski-ing was learnt Alpine troops. It was from the Lapps that ski-ing was learnt by the Swedes and Norwegians, and spread to practically all anow-clad countries. Mr. Hedges Butler has travelled in many lands. He founded the Royal Aero Club, and was the R.A.C.'s first treasurer

are evaded by Mr. Harry Tighe. "The Sheep Path" will interest a good many people.

"The High Heart."

Feminine enthusiasm, and

"The High
Heart." (Chapman and Hall), for all that Mr.
Basil King is given as the name of the author.
The heroine is obdurate and long-suffering in the cause of right; but she contrives to be curiously biassed in her judgments, too. She

is tolerant beyond the ordinary to the offensive manners of T. Howard Brokenshire, an American multi-millionaire who behaves to her much as a Teutonic noble might behave to one of the lowly born, refusing to recognise her personality except as his daughter's servant, and ostentatiously forgetting that she possessed a name. On the other hand, she is fiercely and, as we think, unfairly critical of the English. As a Canadian born, she finds all the faults of an insolent and self-seeking nation in their national character. Her experiences seem to have been unfortunate. That a well-bred English girl could be discovered in these days who did not know where Canada was, and called it "Canadia" is, to say the least of it, unusual; and the belief expressed that the English intend to let Canada bear the burden of the war with the intent to repudiate their effort when peace comes, seems to us an unfortunate frame of mind with which to rally to the common flag. The fiction of England as the brutal tyrant, manufactured long since for Transathantic political purposes, dies hard indeed if a Canadian writer, in the year of sacrifice 1918, can be found to give it credence. Alix's ungenerous attitude towards the English is a blemish on a

is a blemish on a striking novel, full of interest on the psychological side, and written with an easy command of the pen of the ready writer.

Lieut.-Col. Hamilton Gault, D.S.O., who raised the regiment of Prin-cess Patricia's Light Infantry in 1914, has sent a donation of £50 to the Veterans' Assothe Veterans ciation. The money is to be used to complete the funds required for the required for the dedication of a bedroom in the Veterans' Club to the memory of the memory of officers, non-com-missioned officers, and men of the regiment who have fallen during the



DECORATED BY THE KING AT BUCKING HAM PALACE: LIEUT.-COL. D. GORDON BARNSLEY, M.C.

Lieut.-Colonel Gordon Barnsley, Gloucester Reg-ment, is the eldest son of Brig.-General Sir John Barnsley, of Edgbaston, Birmingham. His fisher and three brothers have all served in the war. One brother, Cap. 7. K. Barnsley, ColdstreamGuarfo, was killed last July.—[Photo. by Clara Ccoper.]

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#### THE PLAYHOUSES.

SIR A. PINERO'S "SUBURBAN IDYLL," AT THE NEW.

SIR A. PINERO'S "SUBURBAN IDYLL" AT THE NEW.

IT has always been a favourite idea with Sir Arthur
Pinero to suggest that Bohemia in its lower walks
may contain more kindliness, warmer hearts, and
even a higher sense of
honour than such social
circles as look down on it,
perhaps, as vulgar. We had
it breeched in "Trefavary". even a higher sense of honour than such social circles as look down on it, perhaps, as vulgar. We had it broached in "Trelawny"; he returned to it more or less in "The "Mind the Paint' Girl" and "Letty"; we meet it once again as applied to circus performers over against "Suburbia" in his blend of farce and old-fashioned sentiment. "The Freaks." What he hints, as he brings his giant, midgets, living skeleton, and indiarubber girl into contact with a middle-class household, which includes a clerk in the City, a slangy "flapper," and, above all, two sponging and prosily selfish dependents, seems to be this—are not average members of Society, proud of their normality, often enough the real freaks of Nature? The play is acted perfectly: Mr. Ben Webster putting life-blood and charm into the rôle of the living skeleton; Miss Laura Cowie's india-rubber girl conquering alike in passion and in Cockney cheekiness; Miss Isobel Elsom revealing new phases of talent; Mr. Fred Kerr and Miss Helen Ferrers providing splendid telling portraits of the bores; and Miss Helen Ferrers providing splendid telling portraits of the bores; and Miss Helen Ferrers providing splendid telling portraits of the bores; and Miss Helen Ferrers providing splendid telling portraits of the bores; and Miss Helen Ferrers providing splendid telling portraits of the bores; and Miss Helen Ferrers providing splendid telling portraits of the bores; and Miss Helen Ferrers providing splendid telling portraits of the bores; and Miss Helen Ferrers providing splendid telling portraits of the bores; and Miss Helen Ferrers providing splendid telling portraits of the bores; and Miss Helen Ferrers providing splendid telling portraits of the bores; and Miss Helen Ferrers providing splendid telling portraits of the bores; and Miss Helen Ferrers providing splendid telling portraits of the bores; and Miss Helen Ferrers providing splendid telling portraits of the bores; and Miss Helen Ferrers provides provides provides provides provides provides provides provides provides

"THE BING BOYS ON BROADWAY." AT THE ALHAMBRA.

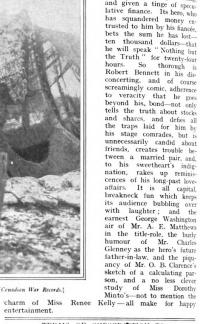
Not even the consciousness that a raid must be in progress could damp the ardour last Saturday night at the Alhambra of either audience or performers: the latest chapter in the history of the Bing family ended as it began, triumphantly. For the patrons of the new revue, it was enough that Lucifer and his Emma were once more, and amid fresh

scenic surroundings, in association upon the stage, and that Mr. George Robey was again Lucifer, and Miss Violet Loraine, Emma. With Mr. Nat D. Ayer supplying melodies as tuncful and haunting as those of the early "Bing Boys'" score, and a vivacious stage crowd at hand to fill

"NOTHING BUT THE TRUTH." AT THE SAVOY.

The idea which Gilbert used fantastically in "The Palace of Truth" has always been a favourite with farce-writers. In Mr. James Montgomery's piece now filling the bill at the Savoy we get an ingenious and characteristically American variant of the notion—full of bustle and hurry and glib slang.

of the notion—full of bustle and hurry and glib slang, and given a tinge of speculative finance. Its hero, who has squandered money entrusted to him by his fiance, bets the sum he has lost—ten thousand dollars—that he will speak "Nothing but the Truth" for twenty-four hours. So thorough is Robert Bennett in his disconcerting, and of course screamingly comic, adherence to veracity that he goes beyond his, bond—not only tells the truth about stocks and shares, and defees all the traps laid for him by his stage comrades, but is unnecessarily candid about friends, creates trouble between a married pair, and





the scene which made a sort of lightning tour through America, the rest could be left to the twin "stars"; and both of them twinkled to some purpose. Each of them can hold the stage alone. Mr. Robey's Lucier, jostled by customs-house officials, confidence thieves, or angry restaurant waiters, burbling incoherently as a Red Indian brave, or firing off topical verses with pointed references to the Kaiser and our Premier, was a very fountain of mirth. Miss Loraine, as duchess or squaw, hailing New York in song, or joining in a Chinatown revel, carried her audience with her by sheer magnetism.

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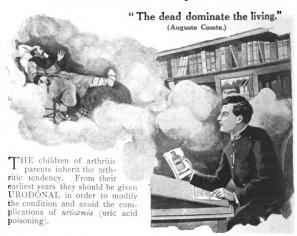
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#### LADIES' PAGE.

WEEK by week, almost day by day, a new record comes of the splendid courage of our British women. To the future historian it will be one of the most interesting points about the wonderful record of the mothers and sisters and sweethearts of the men who fought in the Great War. Here one day is the Scotland Yard Inspector at an inquest remarking on the coolness and good behaviour of the Englishwomen in raids, and stating that the police everywhere are agreed that any panic that ever is comes from the allens who crowd into the shelters—many of whom, he stated, are young men.

The next day, a passage is printed from a letter sent to his friends at Pontypool by Driver Bevan, who was on board the torpedoed Aragon. "We ought to be proud of our women! I did not see one girl give way," he says; and then he tells of how a nurse, exclaiming "I must help the Tommies," plunged overboard from the destroyer that had rescued the women and swam about "till she had saved about a dozen men." The soldier adds, with the pride of race that maybe is not popular with other nations but that has gone far to make us what we are in the world, "There is only one country that breeds such women!" Still, we must remember that to court needless danger is but foolhardy, and we should take shelter when possible from falling shrappel.

An interesting exhibition of the work of the W.A.A.C. has been opened at Harrod's by Princess Arthur of Connaught. As usual with exhibitions of women's work, however, the greater part of what is being done cannot be exhibited. Cooking, cleaning, motor-driving, and clerkly work—the chief duties from which the women are relieving the soldiers in France under the organisation of the Woman's Army Auxiliary Corps—cannot be displayed. Odd tasks undertaken by women cannot be exhibited—for example, there are women police and girl "coast watchers." Nor can the work of the land-girls in England be displayed except in statistics and J tographs, both of which give an impressive idea of all that our young women are now doing in food production. Skirts are conspicuous by their absence in the various "fashions for workers," yet the womanly figure gives a womanly look. One cannot but reflect how heavy a handicap would be taken off domestic workers, too, by wearing one of these costumes. wearing one of these costumes.

Food shortage will try many of our souls worse than bombs, because it prevents us from ministering properly to our families. No kitchen skill and no ingenuity in catering can make adequate



A coat and skirt of grey striped suiting smart and practical in appearance

food out of insufficient supplies. I see Dr. Hinhede's cheap menus, published by the Danish Government, often now referred to in newspapers. But those menus, as well as the usual vegetarian cookery-books, are quite useless for present circumstances. Denmark was a great butter-exporting country; therefore it had left over quantities of skimmed milk to dispose if at home at very low prices; and eggs were produced and marketed there by a great organisation, which made them abundant and cheap. Recipes like Dr. Hinhede's—which are based on freely flowing skim milk, on eggs at three-farthings each, and on margarine at eightpence per pound, with plenty of cheap wheaten flour and rye flour—are, unfortunately, of no use to us now. What we have—potatoes and other roots, green vegetables, dried peas and beans, oatmeal, the farinaceous foods, such as rice, sago, tapicoa—suffice partially to "fill the vacuum," so far as feeling goes, but it is not possible to make them either nice and palatable or adequately nourishing without the use of fats, or milk, eggs, and wheaten flour. I know a number of recipes for making nice dishes from potatoes, but all need either frying in fat (and we know that margarine, even if we got enough, does not fry things properly), or mashing up with butter or with eggs, or coating with beaten egg and crumbs or flour. Still, we must do the best we can, and use all available flavourings, diversified as much as possible.

I strongly advise my sister housewives to put aside preindice.

I strongly advise my sister housewives to put aside prejudice and try the family with garlic, without saying anything about it and without overdoing that strong flavour—a very tiny bit suffices. Here is a ragout of potatoes. Boil in their skins, not too soft, peel, and cut in moderate-sized chunks. Have ready a sauce, of milk if possible, but otherwise of water, made to the consistence of double cream with flour or cornflour; season, and stir in a bit of garlic the size of a pea crushed up to mash on a plate. Put potatoes in till hot again, and serve as a dish by itself. If the family say, "Ugh, how horrid!"—well, you must give it up; but very likely they 'll love it.

Another dish is the same, without garlic, and the sauce—made rather thicker—spread over the sliced potatoes in a piedish, well sprinkled with grated cheese, and browned in the oven or under the gas-grill. A good variation of this is to omit the cheese, but flavour the sauce with dried thyme rubbed to powder, and sprinkle fresh finely chopped parsley over the surface after taking from the oven. Potage Perigod, a delicious soup, is made by boiling a clove or two of garlic and either fresh or tinned tomatoes together in water till the flavour is extracted, strain them out, and thicken the liquor with cornflour, allowing one beaten egg in the tureen for each pint. in the tureen for each pint.

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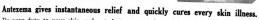
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OXO Limited, Thames House, London, E.C. 4.

#### THE CHRONICLE OF THE CAR.

The General Council of Motoring.

General Council of the Table 1 and the proposal was going to materialise into accomplished fact. It is now known that the project has, for the time being at least, come to nothing because of the refusal of the Automobile Association to enter into the scheme. No announcement of the reasons for its refusal has been made. On the contrary, Mr. Joynson Hicks, M.P., the chairman of the A.A., stated explicitly that he was not authorised to give reasons, and that in the meantime those reasons must remain the affair of the Association. So, on the face of it, a scheme which has everything to recommend it on grounds of policy has fallen down because of the abstention of the most numerically powerful of the representative bodies.

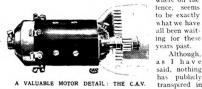
fallen down because of the abstention of the most numerically powerful of the representative bodies.

Naturally, there has been a great deal of criticism of the attitude of the A.A., which, I think, mainly arises out of the refusal to give its reasons for standing out. Those reasons may be excellent in themselves, but unless they are disclosed, it is impossible to pass judgment. I fully concede that any one of the motoring bodies has a perfect right to decline to enter into any working arrangement with the rest, for any or no reason. Nor, if it should think slence the best policy, is it compelled to state its objections publicly. But, as a matter of policy, I certainly do think the A.A. is very badly advised to say nothing and let



A RECORD - MAKING DAIMLER: A PICTURE FROM PALESTINE. The 22-bp, 20-cmt. Daimlet lorry seen in our photograph, which was seat by a solder serving in Palestine, was the first of its kind landed in Egypt during the present campaign. It has been in use for two years and nine months, and, except for a new set of tyres, has needed no repairs—a wonderful record in war conditions of work and roads.

judgment go by default. The Executive should remember that the Association is not really a private affair. By its that the Association is not really a private affair. By its very constitution and nature, it is a public body, appealing to the suffrages of the motor-using public for its existence and support so that it have not support and support, so that it becomes due to that public that an explanation should be rendered of why it refuses to enter into an arrangement which, unless there is a nigger somewhere on the



A VALUABLE MOTOR DETAIL: THE C.A.V. ELECTRIC ENGINE-STARTER.

Our photograph of a C.A.V. electric engine starter the A.A. ac-shows the driving pinion in the run-starting position— tion, it is a that is, disengaged from the toothed ring on the fairly open engine fly-wheel.

secret that it is based on the opinion that the Association's existence is based on the opinion that the Association's existence is bound up in 'the representation of the private's motor-owner, and that it cannot reconcile those interests with those of the trade. For my own part, I dissent from that view in certain essential directions. Everything seems to me to depend upon the constitution of the General Council, and its objects. We may take it, I think, that there are two aspects of automobilism which demand united action from those who are charged with representing its interests, whether those interests are those of the private motor-owner or the trade. Those two aspects may best be expressed in the terms of

said, nothing

explanation of

senting its interests, whether those interests are those of the private motor-owner or the trade. Those two aspects may best be expressed in the terms of roads and legislation; and I contend that if we do not attempt to reach greater and unnecessary detail in the work of the proposed General Council, all those interests are mutual and completely identical. Of course, if anyone asks that such matters as the percentage of profit on petrol should be brought within the purview of the Council, with the object of arriving at a common agreement between buyer and seller, then I am altogether against the whole idea, because the two interests are diametrically opposed. On the one side we have the motor-owner, who quite legitimately wants to get his petrol at the lowest competitive price, and on the other, the trade, which, just as legitimately from its own point of view, wants to get the maximum of profit on its outlay. I have simply taken this case of petrol to illustrate how impossible it is to reconcile the commercial interests of the two sides of the motor movement. But it is, I submit, altogether different when we come to consider the general interests of the two, and it really ought not to be beyond the wit of man to devise a constitution of the General Council

which would bring everyone together in the interests

which would bring everyone together in the interests of highway transport.

I do not think the A.A. can allow matters to remain as they are. It simply must say why it has refused to come in, or else it must be content to rest under the implication that its refusal is due to jealousy or to some other motive which is more obscure, but still unworthy.

As there seem to be a number of Coal-Gas for Motor-Cars. Coal-Gas for Motor-Cars.

As there seem to be a number of cart-users who are not clear as to the coal-gas position, it may be as well to grant gas permits to all those whose cars were fitted with gas-holders before Jan. 3 last. These permits will entitle the holder to use his car within the terms of the Order. The permit does not impose any limit as to the quantity of gas to be used. Further, it is understood that the Department will offer no obstacle to the granting of permits for the use of gas-holders to car-owners who can put forward a good case for the use of their cars.—W. W



GREAT GENERAL IN PALESTINE: SIR EDMUND ALLENBY IN HIS VAUXHALL CAR.

The historic past and the making of the history of to-day are suggested by our interesting photograph of General Sr. Edmund Allenby, Commande:-in-Chief Egyptian Especifionary Force, in his 25-hp. Vaushall Staff motor-car, near the Jaffa Gate, Jerusalem.



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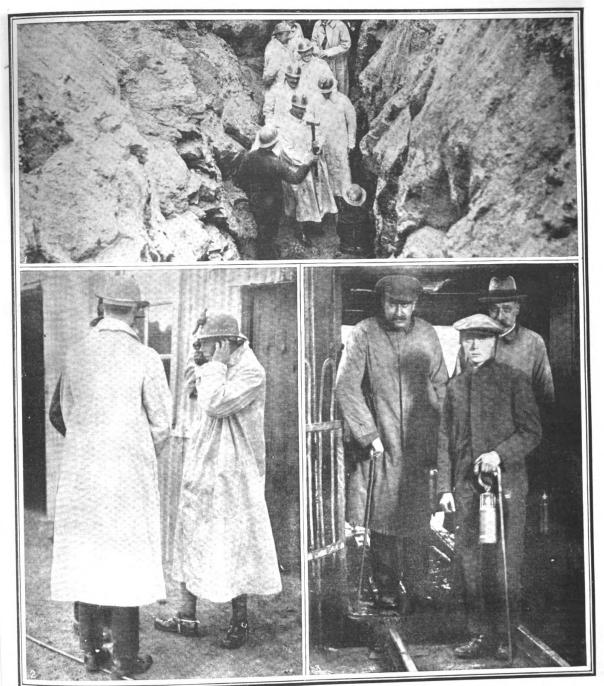
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No. 4115. - VOL CLII.

SATURDAY, MARCH 2, 1918.

NINEPENCE.

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THE PRINCE OF WALES IN MINING GARB DURING HIS WESTERN TOUR: (1 AND 2) IN A CORNISH WOLFRAM QUARRY;

(3) AT THE VICTORIA COAL-MINE, SOUTH WALES.

During his recent tour in the West, the Prince of Wales visited some Welsh and Cornish mines. On February 21 he descended the Victoria coal-mine, in South Wales, dressed in brown oversile and are resident and a prince down a chaft nearly 600 feet deep. Messages of welcome

with a pick to keep as a memento. On the 23rd, in Cornwall, he visited Callington and Gunnislake wolfram and tin mines. At the Kit Hil mine he donned overalls and a miner hat with a candle stuck in the front of it, and entered an underground cutting. He

#### DOVER STRAITS: WHAT THE WATERS HIDE.

A T the beginning of last century, when the name of Napoleon was on the lips of nurses to frighten naughty children, Nelson was given command of the "Squadron on a Particular Service," which was the way in which the Admiralty concealed the fact that this officer was charged with the defence of England against invasion, his station the Downs. Napoleon's preparations were the terror of England

In these days there is a tendency to underestimate importance of this station, and to ignore the difficulties with which the Dover Patrol has to con-In the last century we never obtained absolute command of the Channel; swift enemy ships were always active, in spite of the measures which our seamen concerted with fine resource and courage. The steam-engine had not made its appearance to assist an enemy's raiding policy; Fulton's dream of the submarine was nothing more than a dream; the mine, as we know it to-day, had not been developed as a constant menace to the forces charged with keeping open the sea communications of an island Power; there were  $n\sigma$  aircraft to enable the enemy to oversee our operations. Every condition has since changed, except one. The enemy does not possess the French coast; but he has well-defended Belgian ports as bases of operations. And for the rest, consider the position. On the one hand, the Germans are able to use destroyers with a speed of over thirty knots: automobile motor-boats, with high-explosive charges, operated from the shore; well-armed sub-

marines; and other submarines, carrying mines, which move stealthily below the surface and drop their devil's eggs in the pathways of British men-of-war and merchant ships. Before the Germans had established themselves on the Belgian coast, this country had given hostages to fortune, by despatching troops to France. Thousands of officers and men pass to and fro, and vast quantities of supplies are sent from this country every twenty-four hours. In addition, the Dover Patrol has to shepherd a great volume of merchant shipping passing up and down the Channel. We offer to the enemy large and varied targets; and he has the advantage of initiative, speed, and, above all, darkness in carrying out raids. It is never known when destroyers or submarines will be sent forth, nor what their exact objectives will be; and all the time the Dover Patrol has to be at sea fighting the elements and protecting the barrage which, as the Germans know, reinforces the activities of our small craft.

If an incident occurs, such as the recent raid on the drifters hunting for a submarine, the whole world learns of it within a few hours. Nothing is known of the other side of the ledger. When Nelson was holding his station in the Downs, he wrote of the "great preparations at Ostend," Augereau, afterwards the Marshal of France, being in command of that part of the Army. "I hope," Nelson added, "to let him feel the bottom of the Goodwin Sands." In these days we should have a very different appreciation of the work of the Dover Patrol if we could see the bottom

#### By ARCHIBALD HURD.

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of the Straits of Dover. This channel, with a width of a little over twenty miles, has become the gateway of civilisation. The enemy has been endeavouring to break through it for over three and a half years—to surprise our watch and ward. I instrument could be invented to enable look through the water to the bed of the Channel between the English coast and the opposite shore, we should obtain a better-balanced picture of the events in this theatre of war since the opening of the struggle. We have knowledge of all the enemy's successes and partial successes; but the swift-running waters concerl from view the wrecked material and lifeless bodies which tell the story of his failures. One of the most tantalising features of the present situation at sea is that so much is necessarily hidden from view owing to the advent of the submarine and the mine, and the character of the offensive and defensive measures which our Navy has developed. If the barrage in the Straits could talk, and if every depth-charge which is dropped could signal back to the surface the injury inflicted on the foe, less importance would be attached to occasional raids. But, in the absence of such evidence, the proof of the success with which the Dover Straits are guarded is to be found in the millions of men holding the line in France and Belgium supplied from day to day with all they require—big guns and small, munitions in confusing variety, food clothing, and all the hundred-and-one things which offer some compensation for the discomfort of life in the trenches

#### THE RUSSIAN ANARCHY: ORIGIN OF LENINISM.

REVOLUTIONARY ideas were first brought to Russia by officers who had served in the cam-paigns of 1813 and 1814, in which, by the way, the efficiency of Napoleon's armies was impaired by several "war strikes" on a small scale. Accordingly, several many Frenchmen believed that the Russian Revolution was really a posthumous child of the French Revolution, and that it would develop in much the same way (only more rapidly), at once strengthening the moral of the Russian Army with new spiritual ardours, and eventually producing a master-mind-a second Napoleon, perhaps—capable of handling vast masses of men in the grand style. Yet, even if Yet, even if Vest masses of men in the grant styre. Fee, even in Kerensky had been a Danton, the odds are that he would have failed, though there had then been nothing inglorious in his failure. For the keen sense of nationality which inspired Revolutionary France was utterly lacking in Russia; and it was not the spirit of the French-Revolution, but that of the Paris Commune, which was working in the herd-mind of the Russian proletariat. And even the ideas of the French Communards were antiquated and ineffectual in the opinion of Lenin's disciples, whose philosophy of social (not political) revolution combines the tenets of the German "Zimmerwaldians," the reddest of all Red Socialists, with the mystical Anarchism of such Russian sects as the Doukhobortsi and the Jesuitical belief (which is also an axiom of Prussian statecraft) that the end always sanctifies the means.

Lenin is a member of a noble Russian family which has always been in sympathy with revolution-

ary movements. It is absurd, of course, to regard him as an agent provocateur engaged in wrecking the Russian polity for German pay. No diagnosis of the highly contagious disease which he has introduced into Russia is scientifically complete if it ignores the man's deadly earnestness. He is as indefatigable and incorruptible in the execution of what he considers his duty to mankind as was Robespierre, that disastrous ideologue. Years ago I talked with a friend of his in Chicago, where a sort of international clearing-house for Anarchist ideas has always existed, and was told that he was by far the greatest individual force in German revolutionary circles. When in Germany he was most at home with the extreme extremists—Zimmerwald, Kienthal, Henke, Mehring, Rosa Luxemburg, and the others who are a minority even among the Minority Socialists. But, as my Chicago friend assured me, he was too big and original a nature to reflect the doctrines of any particular reader or group, and was in the habit of saying that the revolutionary movements must start again with the principles laid down by Max Stirner, if they wished to create a new world, and a new mankind to live in it. Nothing permanent could ever be effected, until the soul man had been stripped of all its old servitudes, and also of the habit of making new tyrannies for itself.

Max Stirner's "Der Einzige und sein Eigentum" is one of the most difficult books of philosophy in existence. But the non-moral moral of it all may be expressed in the brief sentence: I am It; meaning that nothing which limits individuality in any way

#### By E. B. OSBORN.

must be allowed to exist a moment longer than is necessary. There must be no more gods. There must be no more particism, because the feeling that one belongs to a nation cuts into the self-sufficiency of self. For the same reason the sense of moral obligation must be destroyed, for considerations of good and evil, right and wrong, hamper the easy expression of personality. Property, of course, is worse than theft. A man thinks he owns property; really it owns him. And so on, and so forth; in Max Stirner's philosophy we have the purest Anarchism, the full and complete revolt against all forms of control.

It is this theory of progress which Lenin, sitting

It is this theory of progress which Lenin, sitting spider-like in a net of shaken circumstance, is working out in Russia. The Bolshevik Prikaze No. 1, which was carried by Lenin's own men, Stiekelof and Sokolof, completed the destruction of the Russian Army. Religion, Law, Morality, Learn ing have all been officially abolished. The Moujik, who is less troubled by ideas than any other type of Russian, is to be sole master until all desire of mastery vanishes from the world. The brain, that dangerous factory of ideas, is to be subject to the horny hand; that is why scullerymaids and floor-sweepers are in command of colleges for women and famous medical schools. Society is to be abolished; the instinct of gregariousness is to be clean-rooted out of man's mind. It will last, perhaps, until Lenin dangles from his destined lampost. Meanwhile Max Stirner must be chuckling umbilically, in his unknown grave, at having at last scored a point against Nietschke.

#### A WORD FOR THE GOAT.

N view of the advantages accorded to domestic food-producers under the ration scheme, there is a fresh incentive to the keeping of goats, as well as other animals. Goat's-milk butter or cheese is included in the "domestic produce" of which the producers are allowed, in certain circumstances, to consume more than their rations. Now that the spring is upon us there will be the usual increase in the number of goats that this country holds, and it is of great national importance that the stock should be most carefully preserved. The goat has not come to its own in this country, though in the past few months the Board of Agriculture has taken the first steps towards obtaining a return of the numbers on farms. There is a British Goat Society, and Mr. Holmes Pegler, the secretary, has written the best book in the language on the subject of goats; but the small farmer, the small holder, and the cottager do not keep goats to the extent that the country requires. The milk of the goat has about two per cent. more butter fat and two per cent. more solids than cow's milk; the goat is free from tubercle; and goat's milk makes an excellent butter if it is carefully handled—to say nothing of a really admirable cheese. On the Continent there are half-a-dozen different goat-milk cheeses, writer's personal experience as far as England is concerned is limited to the simple kind that is made in his own home. Many people imagine that goats, if they are to thrive, must be kept on grass; but Mr. Pegler has pointed out that the stall-fed goat is generally healthier than the grazing goat, and less

liable to certain diseases that remain incurable. There are several breeds of goat, the Angora making the best meat; but many nondescripts, apart from their food value, will respond to careful feeding, clean quarters, and reasonable care by yielding a quart of milk daily for half the year and a pint daily for two or three months after that. High-class animals— Anglo-Nubians, Anglo-Toggenburgs, and some of the pure breeds—will give as much as a gallon a day when in full milk; but in the writer's experience these require more attention than they are generally likely to receive. At the present price of feeding stuffs, a stall-fed goat should not cost more than eighteenpence a week to maintain in good condition; while, where there is grazing and a sufficiency of varied green food, the cost is less than half this moderate amount. unfortunate that there are very many worthless milch-goats for sale, and the beginner is bound to pay for his experience; but those who intend to buy would be well advised to have the animal they select examined by a veterinary surgeon, to whom the age will be revealed by the development of the teeth and the general state of health by other means that need not be specified here. Cleanliness, a good supply of water—soft for choice, and constantly renewed—a little rock-salt, regular grooming, and frequent change of food will keep most goats in health; and they are omnivorous feeders. At the time of writing my goats are having hay, mangolds, carrots, acorns, and bran: while on every fine day they are put out to graze, on a tether, for three or four hours.

#### By S. L. BENSUSAN.

The doe should not be allowed to kid until she is well advanced in her second year, and may then remain productive in every sense for a further ten years, even on the comparatively cold and heavy lands of the southern and eastern counties that are not naturally suited to the requirements of the animal.

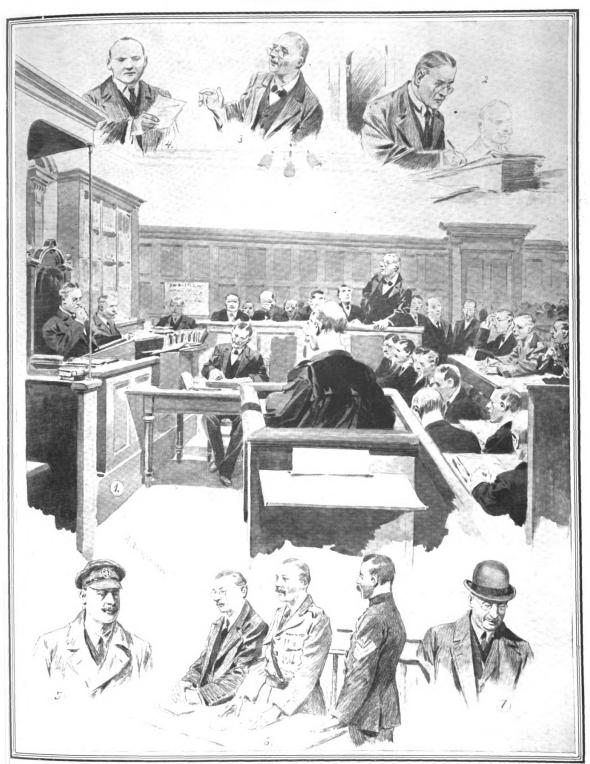
A good buck kept for stud can be readily trained to draw a small cart and be very useful in the garden, provided he is kept under control, and he is all the better for a certain amount of work.

The one objection to goats is the havoc they will work on trees and choice vegetation if allowed to run loose. Be this as it may, we can control the more vicious propensities of the animal; and of its value to mankind there can be no question. A good milchigoat has a long head and a long body, wider in the hind quarters than in front; its hair is generally fine rather than coarse; and, though its market value is the greater if it comes of a good milking strain, many of the nondescripts are worth keeping. Delicate babies and little children can often be made strong by being fed on goat's milk; and in tea and coffee few people can tell the difference between goat's and cow's milk, though they will find the former rather richer. Only when the goat is going off milk is there a characteristic and sometimes unpleasant flavour.

In times like this every county should have its goat - keeping association—if possible, under the auspices of the British Goat Society—and in a very few years we should have a most valuable addition both to the milk and the meat supply of these islands.

## A D.O.R.A. CASE: THE "MORNING POST" AT BOW STREET.

DRAWN BY F. DE HAENEN.



- 1. IN COURT: A VIEW DURING COUNSEL'S ADDRESS.
  2. THE PRESIDING MAGISTRATE: SIR JOHN DICKINSON.
  3. LEADING COUNSEL FOR THE DEFENDANTS: MR. E. TINDAL ATKINSON, K.C.
- 4. LEADING COUNSEL FOR THE CROWN: SIR GORDON HEWART, K.C., SOLICITOR-GENERAL.
  - 5. THE PRINCIPAL DEFENDANT ARRIVING AT BOW STREET:
    LIEUT.-COLONEL REPINGTON, C.M.G.
- STANDING TO HEAR THE JUDGMENT: COL. REPINGTON; AND MR. H. A. GWYNNE, EDITOR OF THE "MORNING POST" (LEFT).
- 7. AFTER JUDGMENT: MR. GWYNNE LEAVING THE COURT.

The hearing of the case against Lieut.-Colonel Charles A-Court Repington, C.M.G., and Mr. Howell Arthur Gwynne, Editor of the "Morning Post," in connection with an article on the Versailles Council contributed to the "Morning Post" by Colonel Repington as Military Correspondent of the paper, took place at Bow Street on February 16 and 21.

The article, it was contended, contravened the regulations of the Defence of the Realm Act and the Press Censorship. On the second day of the trial the magistrate found against the defendants, who were fined, respectively—Colonel Repington, £100 and 40 guineas costs;

Mr. Gwynne, £100 and 50 guineas costs.—[Drawings Copyrighted in the United States and Canada.]

#### THE PRINCE OF WALES WITH HIS OWN PEOPLE: IN SOUTH WALES.

PHOTOGRAPHS BY ALFIERI.

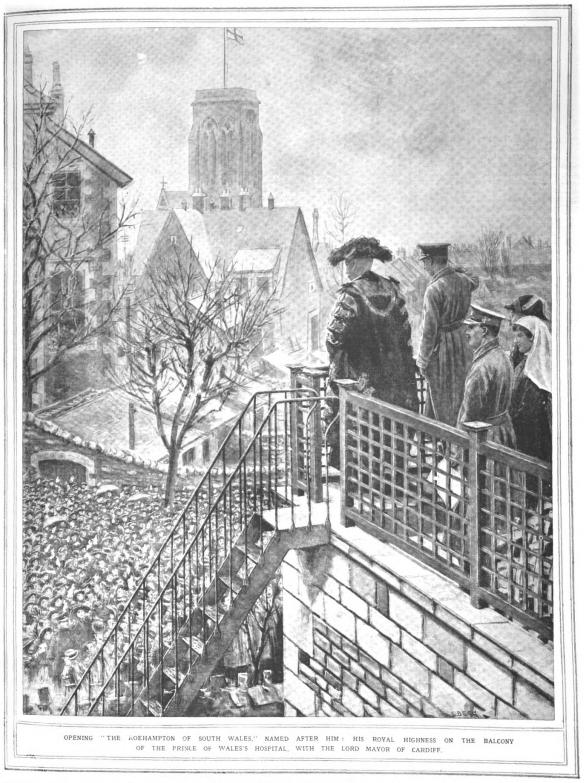


The Prince of Wales began his tour in South Wales on February 20, at Port Talbot, where he visited the great steel-works. Among the employees there was an ex-Guarcsman who recalled that he had been on duty at the White Lodge on the night of the Prince's birth. From Port Talbot his Royal Highness went on to Cardiff, where he opened the hospital named after him, as illustrated on the opposite page, and visited various works, as well as the docks, and the Coal and Shipping Exchanges. Later he proceeded to

Ebbw Vale and inspected the Dowlais Steel Works, after which he went down the Victoria coal-mine, wearing miner's garb, as shown in the photograph on our front page. Wherever he went the Prince received a hearty welcome. During his visit to South Wales he stayed with the Marquess and Marchioness of Bute at Cardiff Castle. Later he went on to Cornwall to see the estates of his Duchy there. The kindly manner of the Prince, and his very obvious interest in all he saw, were much appreciated.

## THE PRINCE OF WALES IN HIS OWN PRINCIPALITY: AT CARDIFF.

DRAWN BY OUR SPECIAL ARTIST, S. BEGG.



The Prince of Wales visited Cardiff on the first day of his tour in South Wales, February 20, and while there he opened the new Prince of Wales's Hospital, where maimed soloiers are fitted with artificial limbs, as at Roehampton. Standing beside the Lord Mayor of Cardiff on a balcony of the hospital, his Royal Highness, as its patron, declared the building open, and was greeted with enthusiastic cheers by the people assembled below, who likewise sang "God Save the King" and "God Bless the Prince

of Wales." The Prince spent an hour or more at the hospital inspecting the work, and received a number of ciacques bringing the total amount subscribed to £23,000, towards the proposed £100,000 endowment fund. The hospital was first suggested by Colonel J. Lynn Thomas, one of the senior consulting surgeons; and its inception was made possible by munificent gifts from Mr. and Mrs. J. P. Cadogan, Mr. and Mrs. Percy Mi'es, and others, including Lord Tredegar, who presented the freehold.—[Copyriglted in the United Strees and Comodo.]

#### By G. K. CHESTERTON.

PRACTICAL events will probably soon develop for good or evil, under the influence of which we shall hear little more of a patronising Pacifism. There will be less talk of the need of treating Prussia with lenity—or with what I may venture to call leninity. Lenin himself has not been treated with much lenity or leninity by the Prussians themselves. The Prussians have treated him as it is their custom to treat whatever is weaponless; as they have treated numberless priests and women and babies; as they always treat the defenceless, from the first cripple cut down in the streets of Zabern to the last poor fisherman drowned in the neutral seas. In so large a company of the weaponless, we shall hardly select for special sympathy the fool who has thrown away his weapons. It is tragic and comic to think what would have happened if the world had taken the Bolsheviks at their word, as many people wished it to do. We also should have weakened ourselves, solely that Prussia might strengthen herself. We also should have discovered it too late. France would

have surrendered Alsace, solely in order that Prussia's protégé should annex a whole slice of Poland. Our strikes would have excitedly spread, solely in order that the small German strikes might be swiftly and ruthlessly broken. But the moral of our past gossip and hesitation is of a more general sort, and still worthy to be kept in view.

The truth is, of course, that all this talk has been as illogical as' that of a man who should deliberately get into the Scotch express and then complain that it was taking him to so wild and distant a place as Scotland. There is not a single plain reason for making peace that there was not originally for avoiding war. If the Prussian power was

ever a menace, it is growing more menacing—towering in sheer terrorism over the broken populations of Eastern Europe. If the Prussian cruelty was ever a provocation, it has since the outbreak of war grown steadily more provocative. It has passed from the imprisonment of hostages to the enslavement of whole populations. It has passed from the sinking of our peaceful shipping to the sinking of all humanity's peaceful shipping to the sinking of all humanity's peaceful shipping. It thousands of very pacific people consented to fight because Prussia was a little too bad, I defy any one of them to name any point in which the bad has grown better—in which the bad has not, if anything, grown worse. All that remains to a reasonable man is to go on to the finish, or to regret that he ever began. The traveller in the train may make the best of Scotland when he gets there, or he may blame himself for taking a ticket for Scotland at all; but he must not blame the Scotch Express for being Scotch. He may curse himself for getting into the train. He may kill himself by getting out of the train. Both attitudes very accurately symbolise certain of the postures of the peacemongers. But he must not rail at Caledonia stern and wild merely for being stern and wild. And he must not rail at the world of war for being stern and wild, if he ever seriously regarded it, as the poet regarded

Caledonia, as a refuge of national liberty and a fortress of the free.

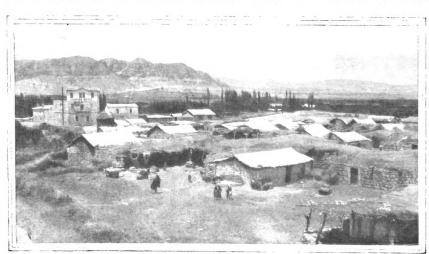
In the present fashion of fatigue, what the traveller in the train seems to do is to shut his eyes and imagine that the train is taking him to Monte Carlo, that centre of a humane and enlightened internationalism. By the way, I rather wonder that Monte Carlo has not been set up as a rival to the Hague or Stockholm or Brest. Anyhow, the allegorical traveller dreams of Monte Carlo while he is still going to Aberdeen; and I should not complain of this, if he would only dream it was a dream. I do not object to his looking out of the windows of the railway carriage, in an artistic and abstract spirit, and selecting a romantic lane up which he would like to ramble, or a quiet cottage in which he would be content to end his days. I can see no objection to his falling in love, for a reasonable time, with any young woman he may see standing at a station for an instant, as the express train flashes by. I can

finger of the Kaiser, so frequently pointed to heaven with an affecting solemnity, may have the same effect on some as the spire of the village church, and lead their thoughts "to where beyond these voices there is peace." I have not actually met any so affected, but they may exist, and they might be in this sense moved without being in any sense mad. They would only be mad if they forgot whither the train of battle was in fact leading them; but there seem to be not a few who are even in this condition. The tedium of the journey makes them not only sleep but dream, and gives them not only dreams but nightmares; it makes nonsense of their whole notion of where they are, and whither they are going. They are like men who should walk out of the carriage window, under the impression that they were walking up the charming woodland lane or walking into the quiet village church. They snatch at fugitive pictures and paragraphs in the papers, as if each promised an entirely new goal and purpose for the journey. But they ought to know perfectly well where the train is going.

I might be so flippant as to say it is going to Victoria, in the sense of going to victory. For in that sense this train is certainly going either to Victoria or going to smash.

Men may naturally talk in trenches just as men talk in trains. Soldiers doubtless curse the length of the war, as travellers curse the length of the journey. Men engaged in the war doubtless talk and think and read about anything else except the war; and in that sense they are concerned about peace. If they see the remarkable features of Mr. Trotsky in an illustrated paper, and their taste approves the arrangement and expression of those features, they can express their admira-tion as warmly and

as lyrically as they like. Similarly, if they admire a speech by Mr. Trotsky, and think it clearly reasoned or finely expressed, they are perfectly entitled to say so, as they are entitled to admire a speech by Demosthenes or Disraeli. If they think that this or that pious utterance by the German Emperor or some other Lutheran pastor is sincere, they will say it is sincere, as they will say that a particular sunrise is beautiful or that a particular landscape is clear. It is conversation, like the conversation in a train. But the soldiers do not forget what sort of poisonous vapcurs may at any moment eclipse the sunrise and darken the landscape. They do not remain so entranced with Mr. Trotsky's literary style as not to hear the word of command; and even the spell of Mr. Trotsky's face seldom leads to complete oblivion about the rapid approach of a shell. In a word, they do not forget where they are or why they are there. And they are at this moment watching on the Western Front the preparations for the last great trial between terrorism and the human soul—the last fight of the free peoples against the great fear which has already withered all living things in so many lands. They are watching the gathering and growth of one great wave of war, which may have fallen like a fall of the heavens before these words are read.



THE FALL OF JERICHO: THE MODERN VILLAGE, ENTERED BY AUSTRALIAN CAVALRY ON FEBRUARY 21.

On the morning of February 21," the War Office announced, "our forces operating east of Jerusalem resumed their advance towards Jericho. Little position was encountered, and at 8.20 a.m. Australian mounted troops entered the village." It lies about 1] miles from the site of the ancient city.

Photograph by the American Colony, Jerusalem.

imagine him having recourse to such religious exercises as time and circumstances permit, as the spire of a village church passes rapidly across the field of vision. t, he may well be allowed to beguile the time of what must necessarily be a tedious journey by fictions of every kind, from a day-dream to a detective story, from a magizine to a might-have-been. But I do say that if he seriously forgets that he is within the four corners of a railway carriage he ought to be within the four corners of a county asylum. And I should say the same of the man who apparently should say the same of the man who apparently forgets that we are within the four corners of a great war; and that, in the admirable words of so pacifist an American as Mr. Bryan, the quickest way out of the war is straight through. If he recognises that these unaltered realities remain, he may very properly relieve his mere fatigue by fancy and speculation. He may regard the road of the Russian Revolution as a romantic path up which, if his engagements permitted him, he would like to ramble. He may even consider Monte Carlo a quiet country retreat in which he would like to end his days. It is possible that some ladies may have fallen in love at first sight with the features of Mr. Trotsky, flashing past them in the illustrated papers—though, from my own recollections, I think it improbable. It is possible that the mailed

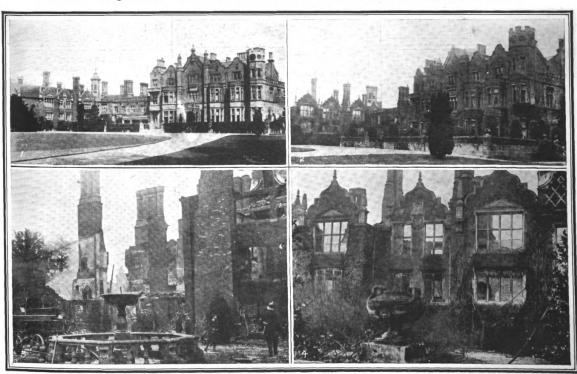
## The U.S. Army in Action: Wounded; and Comrades for the Western Front.



- 1. WOUNDED AND CAPTURED BY THE GERMANS; FREED BY 2. WOUNDED WHILE WITH THE BRITISH ON THE WESTERN 3. ONE OF THE FIRST AMERICANS TO BE WOUNDED DURING THE BRITISH: E. W. DARLAND, U.S. ARMY ENGINEERS. 4. FRONT: GEORGE HENNER, ONE OF THE U.S. ENGINEERS. 4. RECENT FIGHTING: SMILING AND GETTING BETTER RECENT FIGHTING : SMILING AND GETTING BETTER.
- 4. U.S. WOUNDED SOLDIERS WITH FRENCH COMRADES WHO ARE ALSO IN HOSPITAL: 5. POPULAR FAVOURITES IN THE FRENCH CAPITAL: U.S. SOLDIERS MARCHING TO A SNAPSHOT OUTSIDE ONE OF THE WARDS.

These are the first photographs of American wounded that have reached England. In the first four are men of the American Engineer Corps who recently had a part in action with our troops on the Western Front, -[Photographs SUPPLIED BY C.N.]

#### Easton Lodge Fire: Ruins of the Earl and Countess of Warwick's Mansion.



- I. AS IT WAS BEFORE THE RECENT DISASTROUS FIRE: FRONT VIEW OF EASTON LODGE, DUNMOW.
- 3. WHERE THE DESTRUCTION WAS COMPLETE: AMONG THE SMOULDERING RUINS OF THE OLDER TUDOR MANSION PORTION, DURING THE AFTERNOON.
- The fire at Easton Lodge, Dunmow, the Essex mansion of the Earl and Countess of Warwick, broke out at midright on February 21, and was not got under for more than twelve hours. Most of the modern portion of the mansion was saved, but the older Tudor part, the ancient home of the Maynards, Lady Warwick's family, was destroyed,
- 2. ON THE MORNING AFTER THE FIRE: THE SECTION OF THE MODERN PORTION SAVED; AND A BURNED-OUT BLOCK.

  4. THE BARE AND WINDOWLESS WALLS LEFT STANDING: THE GUTTED AND ROOFLESS
- WING OF THE BURNED-OUT TUDOR MANSION PORTION.

together with a new block in one of the rooms of which Lady Warwick was sleeping. together with a new block in one of the rooms of which Lady Warwick was sleeping. The Tudor block itself was the remains from the previous great fire in 1847. The Countess of Warwick escaped in a dressing-gown; and Lord Warwick, who is an invalid, was carried out from another part of the same block-[Philogoraphis Supplied by C.N.]

## NAMES IN EVERYBODY'S MOUTH: MEN OF THE MOMENT.

Photographs by Blomfield, L.N.A., Bassano, Elliott and Fry, Swaine, C.N., Langfier, and Russell.



The very necessary work of making known throughout the world the principles and motives with which we and our Aliles are fighting is being done vigorously. It consists simply of presenting the Ali'ed case in a form which is interesting and informative. The head of the new'y constituted Ministry of Propaganda is Lord Beaverbrook, Chancellor of the Duchy of Lancaster, as mentioned in our issue of February 16,

where his portrait appeared. We have not been able to obtain a portrait of Sir Wiliam Jury, who is in charge of cinematograph propaganda in the new Ministry. The work of Mr. Hoover, the U.S. Food Controller, is of particular interest just now. We in this courtry have reason to be grateful to him and the Americans for regulating their food consumption so as to send us more.

### TENDING THE GRAVES OF OUR HEROES: GARDENERS OF THE W.A.A.C.

DRAWN BY FREDERIC DE HAENEN AFTER OFFICIAL PHOTOGRAPHS.



The duty of tending the graves in France and Flanders where rest our heroic dead is entrusted largely to women gardeners belonging to the W.A.A.C. The general charge of the cometeries was placed about a year ago in the hands of an Imperjal Commission, at the instance of the Prince of Wales, who became its President, having previously been president of a committee formed for the same purpose. The Prince has presided over a meeting of the Commission at the War Office. Its first meeting was held while he was at

#### THE FIGHTING EQUIPMENT OF AEROPLANES.

the air that the machine began to sink as soon as he stood up.

In practice, however, all these attempts were fairly futile, and very little execution was done on either side. Then some brilliant fellow discovered that, if one fired a bullet from a machine-gun straight through wooden air-screw, it simply punched a clean hole through it and did no other harm. Also he worked

AT THE INVALIDES: PETROL-TANKS OF A WRECKED ZEPPELIN ON EXHIBITION .- [French Official Photograph.]

out that, as a screw revolves some 1200 times a minute, while a machine-gun fires about 400 times a minute. and as each blade of a screw is only about six inches wide, while the circle which is made by the part opposite the muzzle of a machine-gun fired on top of the engine of a tractor aeroplane would be about twelve feet in circumference, the chances were that, out of 100 rounds fired, not more than five or six

And in those days air-screws were scarcer than they are to-day, even in these times of timber-shortage and enormous demands.

By C. G. GREY.

enormous demands.

So, to get over this trouble, a French mechanic bethought himself of fixing a hard steel plate on to each blade of an air-screw, in such a position and at such an angle that any bullet which was about to hit the blade would be caught and deflected by this plate.

The idea was good, and worked excellently, so far as the saving of air-screw blades was concerned. But the resistance of the deflectorplates to the air was such as to slow down the speed of the engine and so decrease its power, and therefore the speed of the aeroplane—which, of course, cancelled out all the benefits derived from the system.

Then came the great idea which saved the Someone put into practical effect a half-joking suggestion made a couple of years earlier in print, and devised a simple gear mechanism which fired the machine-gun once for every three revolutions of the engine, and only fired it when none of the screw-blades was opposite the gun. In principle, the gear is as simple as that which arranges that a sparking-plug in a motor-car engine shall only

spark once in two revolutions.

This settled the question, and in a comparatively short while every fast tractor machine intended for fighting carried a gun fixed on top of, or alongside, the engine, firing through the air-screw without hitting it. The two-seaters took to carrying also a gun at the back and the scatter covariance. back, and the seating arrangements were re-designed, so that the pilot now sits in front, aiming his fixed gun by moving the whole aeroplane so as to bring his sights to bear-or "wearing ship to suit," as Mr. Kipling describes the aiming of the gun in the immortal Judson's flat-iron gun-boat. The pas-senger now sits behind, and, with a machine-gun fixed on a pivot or on a movable ring, protects the tail of the machine from attack from

above or from the rear.

Then the Germans - unoriginal, but quick to adopt, adapt, or improve a new idea—took to fitting two geared machine-guns, one on each side the engine, fixed so that their fire converged at a point some thirty or forty yards ahead of the machine. The idea is that if a bullet from one

gun misses the enemy's vital point, the other will probably get him. Also, as the two streams of bullets cross at the of bullets cross at the converging point and there diverge, if the pilot opens fire at long range he catches the enemy, as it were, in a forked stick, and must hit him sooner or leter. later.

Others have since improved on this idea by fitting two fixed machine ntting two fixed machine-guns in the body of the machine, and then mounting either one gun above on the upper plane, or two linked together in parallel, with a swivelling mount, so that they can be swung aim at an about to enemy above.

Practically all these guns are ordinary automatic machine-guns hring rifle ammunition; but the Germans use a certain number of special Spandau guns firing a heavy bullet nearly half an inch in diameter. diameter.

Taking it all round, the equipment of fighting aeroplanes is being very fairly successfully carried out, considering all the difficulties which the limitations of the machines themselves impose.

THE idea that aeroplanes could fight each other in the air is even older than the practice of flying, as witness the threadbare Tennysonian tag about the "nations' airy navies" and the "central blue"; yet, strangely enough, although everybody knew they would fight, hardly any serious effort was made to equip aeroplanes with adequate weapons before the In the Balkan War, although both Turks and

Bulgars used some few aeroplanes for scouting, they never met in combat. So far as one knows, the Germans, despite the number and excellence of their aeroplanes before the war, made no serious efforts to arm them. The French and British both made tentative experiments in that direction.

Presumably at this date most people know the difference between a "tractor" aeroplane and a "pusher"; but in case some readers do not, and because the difference between the two types enters somewhat frequently into this dissertation, it may be well to explain that in a "tractor" aeroplane the air-screw which a "tractor" aeroplane the air-screw which moves the apparatus through the air is fixed at the nose of the body—or, in a twin-engined machine, both screws are in front of the engines and wings—and the machine is pulled along; whereas in a "pusher" the air-screw is fixed behind the body; or, in a twin-engined machine, both screws are behind the engines and wings—and the machine is pushed along.

Obviously, these fore in the statement washing.

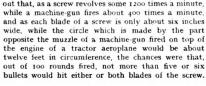
obviously, therefore, in a tractor machine the air-screw is in the way of any gun firing forward, whereas in a pusher there is a clear field of fire in front. Equally obviously, it is simpler to mount a gun on a pusher, on the assumption that the mechine with the area is assumption that the machine with the gun is to attack or chase another aeroplane. fortunately, class for class, a pusher aero-plane is always slower than a tractor—for reasons which there is no space to discuss at the moment. That is to say, a small tractor is faster than a small pusher of approximately the same size and horse-power, and a big tractor is faster than a big pusher.

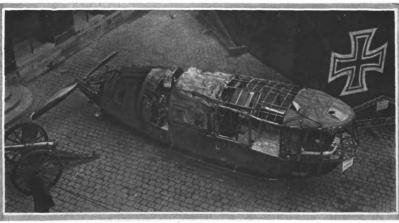
So, when the question of arming aeroplanes arose, we found ourselves in a curious position—in which the machine which was easy to arm could not catch its intended victims. Nevertheless, purely for experimental purposes, to see what could be done in shooting from the air, guns of sorts were mounted on pusher aeroplanes.

During the first month or two of war there were no armed aero-planes in use, and the aviators fought with all sorts of quaint weapons. Some carried automatic pistols, and some long-barrelled Colt revolvers. These were mostly the pilots of fast single-seat "second" tors. In the two-seater tractors, in which the pilot sat behind the passenger, the latter carried a rifle, and the pilot had to manœuvre so that the rifleman could get a shot more or less broadside at his opponent without hitting own air-screw in front or his wings sideways. A favourite manœuvre was to get underneath an enemy machine,

so that the passenger could fire up at it, over the top of the screw, and so that the enemy could not fire downwards. Some even tried the old-fashioned blunderbuss.

In one or two cases attempts were made to arrange for the passenger in a tractor machine to stand up and fire over the top of the circle made by the tips of the screw-blades; but it was found that the body of the man standing up offered so much resistance to





AT THE INVALIDES: WRECKAGE OF A ZEPPELIN ON EXHIBITION-THE COMMANDER'S CAR. French Official Photograph.

Consequently, a number of fast monoplanes and tractor biplanes were fitted with Vickers-Maxim or Lewis machine-guns and went out to battle, punching holes in their air-screws as they went. They did quite considerable execution; but the trouble was that every time they came down from a fight the air-screws had to be changed, lest the blades should fly off where the holes had been punched if used again.

#### THE CAPTURED GERMAN AIRMAN AND THE STRANGLED GERMAN EAGLE.

DRAWN BY A FORESTIER FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



One afternoon a German Taube aeroplane fell into British hands near Laventie, and the captured pilot was placed in a room of a house occupied as a billet by some British officers in a certain village. By the merest chance the sole ornament on the mantelpiece happened to be a figure of Marshal Joffre gripping the neck of the German eagle with a strangle-hold, which could be altered into different attitudes by internal mechanism. One of the British officers, looking through the window to make sure that the prisoner was

#### THE KING'S RED CROSS GIFTS: PRINTS FROM THE ROYAL COLLECTION



DAVID GARRICK AND MRS. CIBBER IN "VENICE PRESERVED": A MEZZOTINT BY MACARDELL AFTER ZOFFANY.



A SCENE FROM "SHE STOOPS TO CONQUER": "MR. AND MRS. HARDCASTLE,
AND TONY LUMPKIN."



MARY ISABELLA DUCHESS OF RUTLAND: A LINE EN-GRAVING BY SHERWIN AFTER SIR JOSHUA REYNOLDS



GEORGINA, DUCHESS OF DEVONSHIRE: A STIPPLE BY H. MEYER, AFTER J. JACKSON.



JAMES HEWITT VISCOUNT LIFFORD: A MEZZOTINT BY DUNKARTON, AFTER SIR JOSHUA REYNOLDS.



CHARLES POWELL AND ROBERT BENSLEY AS KING JOHN AND HUBERT: FROM .
THE PICTURE BY J. H. MORTIMER.

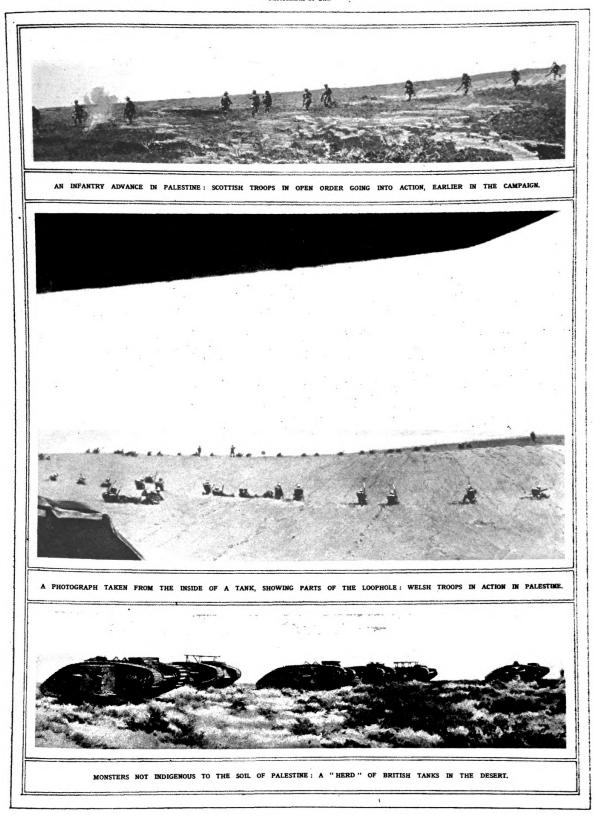


THE INTERVIEW OF CHARLES I. WITH HIS CHILDREN BEFORE OLIVER CROM-WELL: FROM THE PICTURE BY SAMUEL WOODFORDE.

His Majesty the King has presented a splendid set of 24 framed prints from his own collection, to be sold on behalf of the Red Cross Fund at the great art sale to be held by Messrx. Christie in April. In addition to those reproduced on this page, his Majesty's gift includes the following works: Merzotint portraits of the Hon. Augustus Keppel, by Doughty after Sir Joshua Reynolds; George, Lord Edgcumbe, by Fisher, after Sir Joshua

Reynolds; Lord Churchill's two daughters, by I. Smith, after Lely; George Colman, by G. Marchi, after Sir Joshua Reynolds, and the Rev. William Mason, by William Doughty after Reynolds; also a line engraving of Lord Heathfield, by Earlom, after Sir Joshua Reynolds; and a mezzotint of Parsons and Mundy, the actors, by W. Dickinson, after J. H. Mortimer.

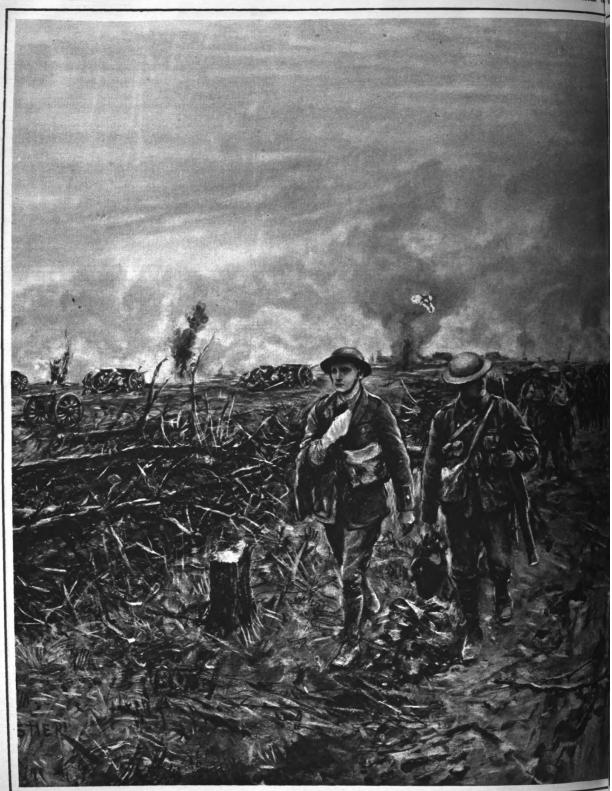
#### FORCES THAT TOOK JERICHO: BRITISH TROOPS AND TANKS IN PALESTINE.



Although these photographs naturally do not illustrate the latest phases of the Palestine Campaign, in view of the time necessary for postal matter to reach this country, they are of interest as showing the conditions of fighting and the character of the terrain in the earlier battles. Our victorious troops, since advanced into a more mountainous region, have recently added to their successes the capture of Jericho, which took place,

## CAVALRY ON THE MOVE ON THE WESTER

DRAWN BY A. FORESTIER

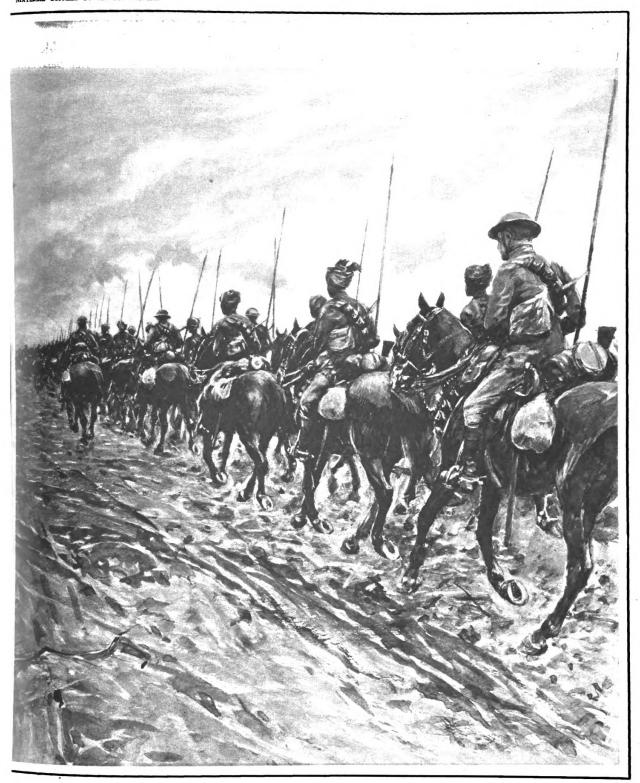


## AT 8 A.M. ON A GREY DAY: IN THE TRACK OF A

When—now many months ago—the Indian infantry regiments of the Indian Army Corps serving on the Western Front were withdrawn for operations in the field elsewhere, most at the Indian cavalry regiments remained. Some of the troopers, as it will be remembered, took part in the fighting round the Containaison district during the battle on the Somme in the summer and autumn of 1916. In one smartly carried-out affair at that time, in particular, of which Indian Lancers shared the honour with a Dragoon Guard regiment, the Indians clared the honour with a Dragoon Guard regiment, the Indians to the Containain of 1916.

## FRONT: INDIAN SOWARS AND BRITISH TROOPERS.

MATERIAL SUPPLIED BY AN EYE-WITNESS.



#### BATTLE ON THE CAMBRAI SECTOR OF THE FRONT.

Indian cavalry have been brought up, together with the British cavalry, and massed close in rear of the battle-line, being posted in readiness to go forward after the infantry had broken through, wherever the ground in front of our attack offered possibilities for cavalry action. The hoped-for, and ardentity longed-for, opportunity for cavalry fighting on any really extensive scale has not yet come on the Western Front. Not is it, apparently, for the present to be expected until really open country can be reached beyond the lines and fortified works of the German belt of entrenchments which confront the Allies along the greater part of the Western Front.—[Drawing Copyrighted in the United States and Canada.]

## HEROISM THAT EVEN THEIR ANNALS CAN SCARCE

DRAWN BY R. CATON WOODVILLE FROM

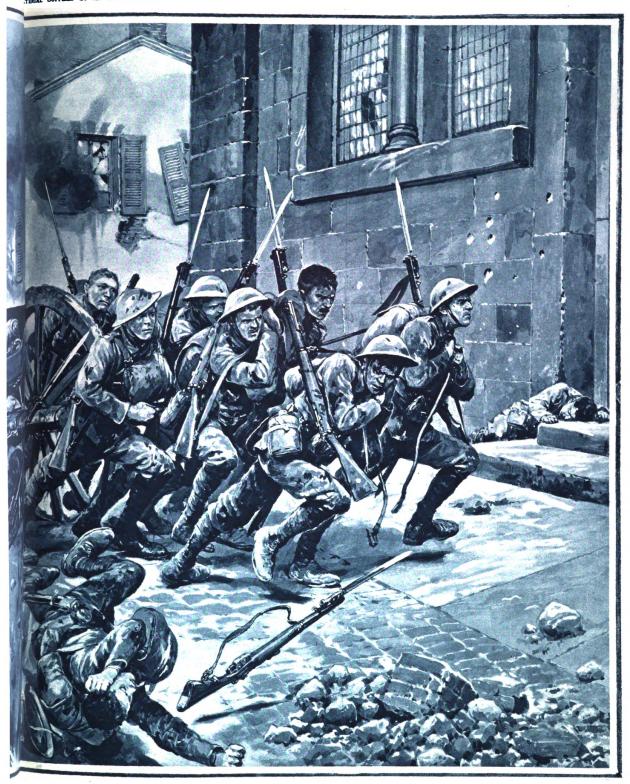


## GUARDS RESCUING A GUN BY MAN-HAULING WITH TRACES FROM A GUN-TEAM

The Guards were in the fiercest of the Cambrai battle; in particular, during the second phase of the fighting. During the last day's desperate action at close quarters, when the German surprise irruption burst on one section of the British line, the Guards were brought up at speed from where they had been stationed to support another section of the line. By the dash of their almost incredible heroic counter-attacks at several points, they restored the situation in each locality. At one place they saved some of the imperilled guns of one of our advanced batteries in an exposed position. As the illustration depicts the episode, on the horses of the gun-teams being shot down, a number

# AND ARDSMEN SAVING A GUN AT CAMBRAI.

TERIAL SUPPLIED BY AN EYE-WITNESS.



## WHILE OTHER GUARDSMEN KEPT BACK THE ENEMY: A CRITICAL MOMENT.

of the Guardsmen dragged the guns back to safety by main force, while some of their comrades stemmed at the point of the bayonet the enemy's furious onset to seize the guns, and eventually beat the Germans back. "They were met," writes Mr. Philip Gibbs, describing one of the Guards' counter-attack—that at Gouzeaucourt—"by the farcest machine-gun fire, but fought their way into the village and beyond it, driving out the enemy by a hard struggle at close quarters against snipers, machine-gunners, and bodies of riflemen under cover of walls."—[Drawing Copyrighted in the United States and Canada.]



# SCIENCE AND NATURAL HISTORY. NG THE REBELS: THE EGYPTIAMS' BOOKS ON CHEMISTRY BURNT BY ORDER OF DIOCLETIAN



SCIENCE JOTTINGS.

STATE-PAID DOCTORS.

FOR some time a rumour has been current in the Medical Press that the setting up of the long-threatened Ministry of Health will be made the

threatened Ministry of Health will be made the occasion to promulgate a great scheme by which the general practitioners throughout the country will be turned into officials paid by the State, and under the rule of the new Ministry. Details of this are necessarily lacking; but the rumour is too persistent to be entirely without foundation, and corresponds well enough with the many leanings towards State Socialism which our present rulers have displayed. It may present rulers have displayed. It may, therefore, be well to examine as shortly as possible the arguments for and against

In the first place, it may be conceded that when the war is happily over, some sort of State aid to the rank and file of sort of State aid to the rank and nie or the medical profession is, as they would themselves say, indicated. No class of the community has made greater and more willing sacrifices than they; none has worked harder and none has rendered more efficient services to the State. From the first, the great majority of doctors of military age — and a great number who were above it—volunteered for active service, and when accepted have not only ventured their lives as freely as any professional soldier, but have kept our fighting men in such splendid health that the losses from dis-ease, in former wars as formidable as those in the field, have been almost negligible.

Yet most of these brave men will come home to find their practices gone, their former patients transferred to others, and themselves under the necessity of starting their careers, but too often with impaired

vitality and energy, all over again. Nor have those doctors who, from cient causes, stayed at home earned any cause for envy. The ab-sence on service of most of their richer patients, the increasing impoverishment of the middle and professional classes, and the increased expenses that the rise in the price of food—and of petrol - has entailed upon them, have all combined to reduce the value of their practices enormously. It may be doubted if any general practitioner in the kingdom is making half what he did before the war.

On the other hand, there are many reasons why

the State relief which is thus due should not take any form which would alter the doctor's present relations with his patients. Before the war nearly all country

and many London practices were run on the old-fashioned principle of average, which, old-fashioned and illogical as it may have been, worked well, as did many other essentially English institutions. Those patients who were well enough off to consult a doctor for their less serious ailments paid fairly for their privilege; while their poorer fellows were attended by him for a minimum fee, which, at any rate, helped

NEW SUGGESTION FOR "THE DOGS OF WAR": A CANINE AMMUNITION-CARRIER'S EQUIPMENT EXHIBITED IN PARIS. French Official Photograph.

him to increase his technical knowledge. was to make him the friend of both high and low, to whom both classes looked for relief in their bodily troubles, and tempered his lot with a good deal of pleasant social intercourse. Hence his success, seldom

body, this played no insignificant part body, this played no insignificant part in the cure. Are these relations likely to continue when the pleasant, friendly doctor is converted into a State official whose promotion and success will depend on his pleasing, not his patients, but his official superiors?

Candour compels us to acknowledge that they

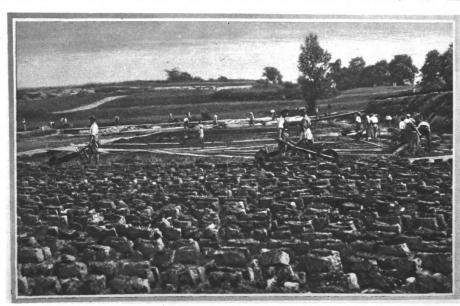
are not. During the war, the public has been treated to a drench of officialism which would have seemed impossible to the happy-go-lucky and freedom-loving Englishman of former times. Ministry after Ministry has been set up, each with its army of highly paid officials, its come-by-chance and cheaply remunerated clerks, and its mass of forms to produce which seems its chief occupation the result been satisfactory? the result been satisfactory? Leaving the older departments out of the question, have those set up to deal with Pensions, Labour, and Food yet proved their value to the taxpayer in efficient administration of the nation's assets? Or have any of them yet succeeded in producing any number of servants of the State in whom the majority of the nation feel confidence? If, as we believe, Leaving nation feel confidence? If, as we believe, a plebiscite on these questions would result, in both cases, in a negative answer, what case is that for extending the method to the medical profession?

This is from the point of view of the patient; but how does such a scheme commend itself to the doctor? All previous experience has shown that

in State appointments, with the exception of a few experts of such commanding pre-eminence that they cannot be safely ignored, it is the most pushful and those who are most likely to be useful to their departmental chiefs politically otherwise, rather than those whose only

qualification is hard work and knowledge of their profession, who are likely to be successful. And another element is now entering into the competition. The num-ber of medical medical women has neces sarily increased enormously the war. since Some of these have undoubtedly won their spurs hard work by and intelligence; but in the nature of things, this can-not be the case with all. Yet in many, if not most of these cases, they can com-mand personal or social or political influence which will give them great advantages over the male competitors when appointments e to be made. Neither patients

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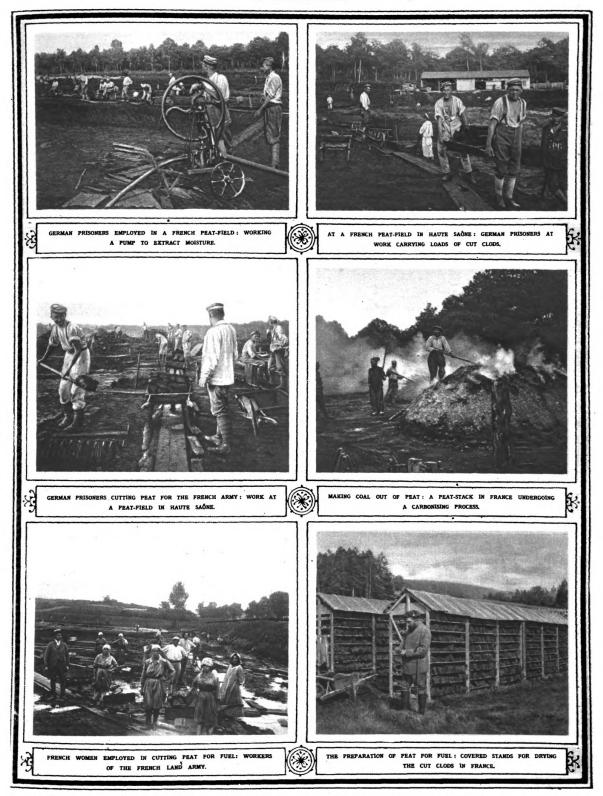
PEAT AS FUEL FOR THE FRENCH ARMY: WORK IN PROGRESS ON A PEAT-FIELD IN ALSACE, Photograph by Schreiner.

very great in a pecuniary point of view, largely depended on the cultivation of a good "bedside manner"; and, as the mind reacts largely on the

with equanimity doctors can, therefore, look on the proposal to turn medical men into State

#### A SUBSTITUTE FOR COAL: PEAT FUEL FOR FRENCH FIELD-KITCHENS.

PHOTOGRAPHS BY A. SCHREINER.

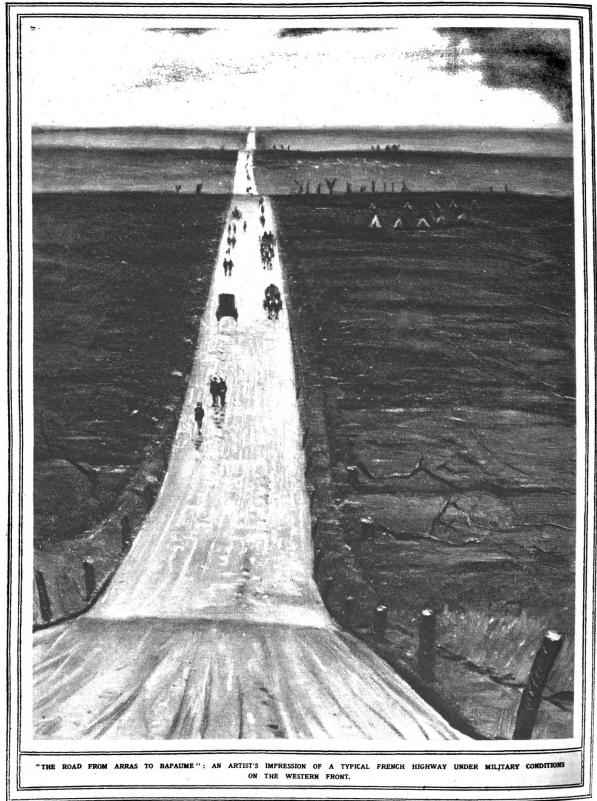


since the great demand for fuel for war-like purposes has necessitated economy in the use of coal and wood, the value of peat has been recognised. The French Army, after asting it as fuel for field-kitchens, has established several peat-fields in the war-zone, n Alsace, the Jura, and Haute Saône. Women work in some of the peat-ields of Alsace, while in others troops back from the trenches are employed. The main ource of labour, however, is furnished by German prisoners of war, who cut the peat

out in clods with a sort of flat spade with rectangular sides, and remove it on trucks and wheel-barrows, or trays shaped somewhat like stretchers. When the ground slopes sufficiently, the water in the turf can be drawn off by drainage trenches; but where this is impossible, it is partially dried by pumps, and afterwards stacked in the open air in covered shelves. Some of the peat is also subjected to a carbonising process, when it yields various by-products, such as gas, tar, and ammonia.

### "NEITHER SHADOW OF TURNING": THE STRAIGHT ROAD TO VICTORY.

From the Exhibition of Pictures by C. R. W. Nevinson, One of the Oppicial Arbests on the Western Front; on View at the Leichbert Galleries, Leichber Square.



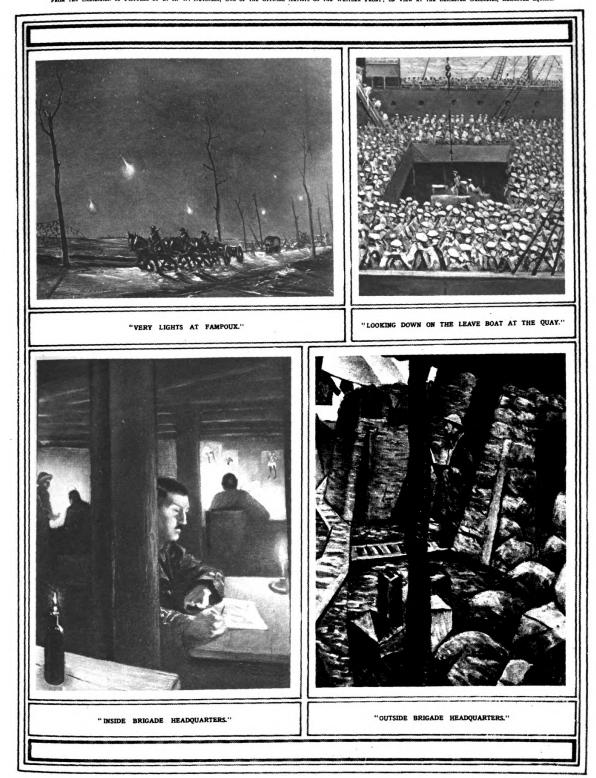
Centinued.

the human activity and to record the prodigious organisation of our Army which was so overwhelming to me, especially as contrasted with the period I remembered on the Belgian front, 1914-15. All of my work had to be done from the most rapid shorthand sketches, and often under trying conditions in the front line, behind the lines, above the lines in observation-balloons, over the lines in aeroplanes, and beyond them to the country at present held by the enemy. I relied chiefly on memory, a method I learnt as a student

in Paris and for which I am ever grateful, as Nature is far too confusing and anarchic to be merely copied on the spot. Though the followers of the 'Plain Art' school always laid great stress on working directly from Nature, their work is none the less pure invention marred by all manner of Nature's accessories. An artist's business is to create, not to copy or abstract, and this can only be done when, after close and continuous observation . . . visual knowledge of realities is used emotionally and mentally."

#### WAR REALISM BY A FORMER FUTURIST: THE NEVINSON EXHIBITION.

FROM THE EXHIBITION OF PICTURES BY C. R. W. NEVINSON, ONE OF THE OFFICIAL ARTISTS ON THE WESTERN FRONT; ON VIEW AT THE LEICESTER GALLERIES, LEICESTER SQUARE.



Mr. C. R. W. Nevinson, one of the official war-artists on the Western Front, is holding an Exhibition of his war-drawings at the Leicester Galleries, which it was arranged should open on March 2. He is a son of the well-known writer Mr. H. W. Nevinson. Mr. Nevinson was one of eighteen artists who last year held an Exhibition called "Britain's Efforts and Ideals in the Great War," at the Fine Art Society's galleries. He has also done work for the Canadian War Records. His new exhibition comprises 71 works,

several of which, including "The Road from Arras to Bapaume," reproduced here, have been purchased by the Trustees of the Imperial War Museum. In a vigorous preface to his catalogue, explaining his own artistic ideals and methods, and incidentally pouring scorn on various humdrum institutions, such as journalism, universities, and public schools, Mr. Nevinson writes: "This Exhibition differs entirely from my last, in which I dealt largely with the horrors of war as a motive. I have now attempted to synthesize all

[Continued opposite.

## FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY BEOOKS, CHANDLER, RUSSELL, RIDER, KETURAH COLLINGS, ILLUSTRATIONS BUREAU, HILL LAPAYETTE, BERESFORD, JARMAR, AND MALCOLM ARBUTHNOT.



## WARING & GILLOW'S FINE BEDSTEADS OF TASTE—QUALITY—DURABILITY.

#### BEDDING.

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D.S.C., Boots, within

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3ft. oin, Superior Quality Layer-built Hair Mat-tress, in fancy striped tick. Goose Feather Bolster, 19in. by 29 in. Down Pillow. The Set, £6:8:3. As above in 4ft. 6 in., with 2 Pillows, £9: 15: 0.

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#### LITERATURE.

Mr. Charles Whibley's "Political Por-traits" (Macmillan) is a skilful blend of historical biography and political many centuries and several European " Political Portraits." theory, ranging over many centuries and several European nations. His fifteen chapters, placed in order of period,

are, and will ever be, the epic of our race," he aptly recalls Portia's description of her German suitor, of whom she thought "very vilely in the morning, when he is sober, and most vilely in the afternoon, when he is drunk"; and Germany's preposterous claim to the racial ownership of our national poet is duly ridiculed. "Shakespeare's priceless folio," he finely says, "is a tabernacle which must not be touched by hostile undiscerning hands."

He makes no secret of his own political views, writing throughout as a Tory, Unionist, and Imperialist, with a frank hatred of demagogy and all its works. But he is no white-washer of incompetence or week. of incompetence or wrongof incompetence of wrong-doing in high places: he scourges the Duke of New-castle with as much zest as he extols the Duke of Devonshire; and he brands alike the tyrannous egoism of Napoleon and the in-effectual dreaming of that

rather technical introduction; there are some interesting reproductions of the diary and code that were found in Casement's possession. From a close study of the report of the trial, the average man who has no prejudices or prepossessions to cloud his proper patriotism is likely to arrive at two conclusions. The first is that Roger Casement was a traitor to the country he had served well and honourably for over twenty years and that his fate was well deserved; the second conclusion is that Casement was at heart a patriotic Irishman, however misquided, and then the country of his birth had the final claim upon him. That he gave up a high position, together with the esteem and regard of thousands, to conduct a forlorn hope that was nearly certain to lead to disgrace and death; that he was convinced of the justice of the cause he had taken to heart—this also is true; and in the end we are left wondering, in order to reconcile the contradictions whether long residence in unhealthy climates had not the last in the l whether long residence in unhealthy climates had not affected his brain. At the same time, it is hard to blame the authorities for refusing to grant the eloquently worded and closely reasoned petitions for a reprieve. Roger Casement had played the traitor, and had endeavoured to seduce simple men from their allegiance. That he had to die for his crime was inevitable; but it is legitimate to



WITH THE SERBIAN BOY SCOUTS: SWORD PRACTICE .- [Photograph by C.N.]

are devoted respectively to Wolsey, Shakespeare, Clarendon, Burnet, the Duke of Newcastle, Frederick the Great, Fox, Alexander I. of Russia, Talleyrand, Metternich, Napoleon, Lord Melbourne, Sir James Graham, a group of Corn Law reformers, and the late Duke of Devonshire. But these are by no means all his "sitters," for each is rather the central figure of a group in which numerous subsidiary figures appear. Thus, in the chapter on Frederick the Great, "the Crowned Philosopher," we meet his long-suitering Boswell, Henri de Catt, and his British eulogist, the Sage of Chelsea. "Carlyle," says Mr. Whibley, "preached the gospel of the Super-man many years before Nietzsche, and did his best to prepare for the doctrine of Pan-Germanism, which came near to destroying the civilisation of Europe. And Carlyle did the world a greater disservice than this. Having misunderstood Germany, he misunderstood France also. . . . He preached assiduously to Frederick's text that the deeds of Germans are always justified, and he must carry to the end of time his share in the burden of responsibility for the greatest war the world ever saw." Mr. Whibley loses no chance of exposing the historic brutality of the Teuton, from the time of Wolsey onwards. In the notable essay on Shakespeare, Tory, patriot, and gentleman, whose "histories

"vague Hamlet" of Russia, Alexander I. His por-rait-gallery reveals shrewd insight, compactly and incisively expressed, and deserves a visit from all interested in European his-tory.

#### "Notable English Trials."

With those who wish to understand the conditions

understand the conditions and restrictions under which our criminal law works to its appointed ends, "Notable English Trials" (Willlaim Hodge) is a series that may be popular. The latest volume has, perhaps, for the general reader a wider appeal than many of its predecessors can be expected to possess, for it gives a verbatim account of the trial for high treason of Sir Roger Casement. The report is edited by Mr. J. H. Knott, of the Middle Temple, who contributes a brief preface and a lengthy and



WITH THE SERBIAN BOY SCOUTS: BOXING .- [PI

express a deep regret that one who had striven so noblexpress a deep regret that one who had striven so nobly for the right in the earlier days should have ended his career by forgetting all he owed to a country that had at least treated him generously in the season of its prosperity, and was now struggling for life with a savage and implacable foe.

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D. GASTON

#### NEW NOVELS.

"The Bag of Saffron" (Hutchinson) "The Bag of Saffron." "The Bag of Saffon." is, with the possible exception of its uncertain ending, well up to the high standard we have learned to look for in the Baroness von Hutten's books. It is an excellent novel. Conversions do not, we think, occur, at seven-and-twenty, in such a character as Cuckoo's; nor do the wise men of this world. The Sir Decorrison of the wise men of this

expresses her tath in a very delightful and entertaining way. It is good to get a long novel that is neither stodgy nor didactic; that sticks to the point, and lets none of its drama wobbe in the long, long spin from Cuckoo's infancy to the tardy birth of her better self—or, if you will, her soul. The story is starred with pleasant people, including a dear old Vicar; a brace of maiden ladies, very British in their well-bred spinsterhood; an old Jewish millionaire, of whom we are really not given enough; and with people more or less unpleasant, but neverthesession. pleasant, but neverthepleasant, but neverthe-less very convincing and true to life. Bertie Eabricius, who had a streak of the gentleman in him, but more solid layers of the sensualist and the cad; Aunt Marcia, his fat and florid mother: Laty, Rechel

Marcia, his fat and florid mother; Lady Rachel, who was a worthless worldling, and yet had the pluck, or the weakness, to marry her true love—all these people, and many more, are the best of company. Add to them a singularly vivid atmosphere of Yorkshire dales, and London streets, and the houses of the great, and you get "The Bag of Saffron," a novel beyond the ordinary, and greatly to its clever author's credit.

"Stealthy Terror." Little Eitel, a German infant, drew a page of pretty sketches for his dear papa's birthday, writing on the top (in anticipation) the date August 1914. An eagle, a pierced heart, and a dead lion were among the figures he set out tastefully, with a scale of measure and some numerals. These emblems meant nothing at the first glance; but when the possession of Little Eitel's paper marked down a certain Dr. Abercromby for attempted assassination it dawned on-the young man that he held a document of vital value. The scene of "Stealthy Terror" (John Lanc) opens in Germany, and follows the escape of Abercromby to Scotland, and his tracking by the Kaiser's Secret Service agents with murder and burglary behind Secret Service agents with murder and burglary behind

colour of its romance, and its joyous outwitting of Hunnish calculations disarm our criticism.

"Drifting (with Browne)" (Heinemann), which may be recommended as kindly and wholesome fiction well leavened with the yeast of humour. There are not nearly enough laughter-making books; let us be grateful to Mr. Byers Fitcher for giving us one, though with dashes of pathos and sentiment to check a too boisterous appreciation. The method of his string of sketches has something faintly

has something faintly in common with Max Adeler's cruder and much more highly coloured way in "Out of the Hurly Burly." There—if people read or remember Max Adeler in these days— you find the screaming farce of Cooley's toy in church, and the tragedy church, and the tragedy of the enslaved negres inside the same lively cover. In "Drifting (with Browne)" you are given first, the fire in Browne's rooms, which nobody can read about without making unseemly noises; and then the wistful tale of the drage which are the properties. of the dream garden, a neat little flight of fancy.

Among many notable jewels given to the Red

iewels given to the Red Cross Society, for inclusion in the sale to be held in aid of the funds of the Society in April, is a suite presented by Lady Byron, D.B.E., of Byron Cottage. Hampstead Heath. The principal piece is a pendant, or brooch, the feature of which is a wonderful catseye, an inch in diameter, surrounded by twelve large diamonds; and en suite with this is a pair of ear-rings, each with beautiful catseys, matching the chief ornament. The jewels are on view at Messrs. Garrard's, the Crown Jewellers, 24, Albemarle Street, W. It is interesting to know that these jewels cost £1500 thirty years ago, and the proceeds of the sale and the excellence of the cause should add a substantial sum to the funds of the Society. to the funds of the Society.



A CLEVER ADAPTATION TO CIRCUMSTANCES: THE "TRAVELLING CASE" OF AN AEROPIANE CONVERTED INTO A LIVING-HUT BY A FRENCH AIRMAN IN SERBIA. - [Photograph by C.N.

him at every step. Mr. John Ferguson has written the story of a lively chase, and equally lively will be the reader's story of a lively chase, and equally lively will be the reader's enjoyment of the progressive steps—or rather, leaps and bounds—of its hair-raising adventure. The war had not yet dawned when Abercromby's hazards came to a fitting end in the heroine's adorable company; but the British Intelligence Department had learned enough to ensure that, when the time came, the Expeditionary Force would be found standing across the path to Calais. It would not be difficult to pick holes in some of the details of "Stealthy Terror"; but its raciness, the speed and

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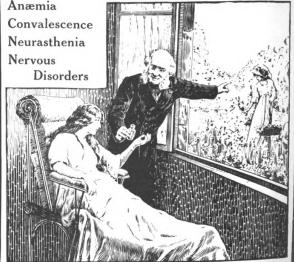
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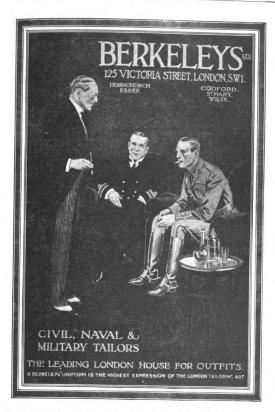
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MONTHS ago we asked one of England's foremost

authorities on meatless meals—Mrs. Eustace Miles—to experiment for us with a view to producing some very special meatless dishes. She has produced some splendid ones for us—dishes of a new, fresh and delightful kind, cheap yet highly nourishing and of most enticing flavour. Of course to get the fine flavour she uses the most delicious and flavoury of sauces

—Yorkshire Relish—the sauce that so often adds the final touch of spiciness that marks the creations of the £2,000-a-year chef. Try these meatless recipes in your house, and let Yorkshire Relish make the most of your war-time meals. You'll find it perfect with every kind of savoury dish.

MEATLESS SAUSAGES. Ingredients:—\(\frac{1}{4}\) lb. of Fresh Breadcrumbs; 1 oz. of Margarine; \(\frac{1}{2}\) teaspoonful of Mixed Herbs; 1\(\frac{1}{2}\) oz. of Grated Cheese; \(\frac{1}{2}\) a clove of Garlic chopped finely, or some grated onion; 1 small Egg; 1 oz. of cooked Macaroni or Spaghetti, cut very small; a little Yorkshire Relish. Method:—Mix all together, using yolk of egg and a little of the water the macaroni was cooked in to give right consistency. Shape into 6 Sausages, drop into boiling fat, and fry a golden brown. If preferred, brush over with unbeaten white of egg, before frying; this makes the "skin." Serve with mashed potatoes, or on toast, or fried croutons of bread.

## 2. Present Flour.

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Editress "Everywoman's Weekly," etc.,
etc., and one of the best
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in London.

You will get cakes as light and moist and delicious as your pre-war ones, at very little more than pre-war cost! A 7d. tin, you see, perfectly takes the place of 21 eggs—three a penny! If lovely cakes at a saving like that appeal to you, get a few 1½d. packets (or a 7d. or 1/2 tin) of Goodall's Egg Powder from your grocer to-day. Take no substitute for Goodall's Egg Powder—it is different from and better than its imitators, as was proved by independent scientific analysis in the last "Times" Food Number. If your grocer hasn't it, please send us his name and address.

ROCK SCONES. Mix \( \frac{1}{2} \) ib. of Flour with a tablespoonful of Sugar, half a teaspoonful of Salt and a level dessertspoonful of Goodall's Egg Powder. Rub in 4 ozs. of Fat and just bind the mixture with Milk, not making it too soft. Place on a greased tin in little rough heaps and bake in a quick oven 15 minutes. Split open while hot and spread with butter.

Goodall, Backhouse & Co., Leeds.

#### PRIME MINISTERS' WIVES.

"WIVES of the Prime Ministers" (1834-1906), by Elizabeth Lee (Nisbet), is a book of sound merit. Attack, a roundur biography, it contains valuable new material (notably extracts from Mrs. Gladstone's diaries),

AT LE PUY IN FRANCE, WHERE THE PO.15H LEGION HAS ITS HEADQUARTERS:
COLONEL DE RAUCOURT DELIVER NG AN ADDRESS TO THE CORPS. The Polis's Legion had been in process of form tion in France for some time. Its num costa all increase, volunteers from America and elsewhere joining as opportunity serves. French Official Photograph.

French Official Photographs as of Photograph Photographs as the processing as the pr 'nineties of last century, she would have been at home, and certain literary coteries of that period would have adored her. Her own prim epoch did not know what to make of her, and accentuated her touch of eccentricity. She was a fish out of water. Interesting as she is, she is the smallest figure in the book, as Lady Palmerston is the

greatest. There Miss Lee restores the figure of the great political hostess in excelsis. The period is admirably suggested: the characterisation adumbrates Society in the days when it was composed of some five hundred privileged persons and no more; when Lady Palmerston and Lady Jersey ruled at Almack's, and Lady Jersey sent even the Iron Duke away from the door, because he broke the rule of perfect punctuality. This is a farewell glimpse of the "governing classes." Yet the political influence and power of Prime Ministers' wives was an ambiguous quantity. It was undeniable, but in its greatest hour the ladies of this book knew far less, technically, about politics than women politicians do nowadays. They helped their husbook knew far less, technically, about politics than women politicians do nowadays. They helped their husbook knew far less, technically, about politics than women politicians do nowadays. They helped their husbonds chiefly by their woman's wit and instinct for the right thing to do. High state-craft does not appear. But they could hold their tongues—no Kady Palmerston divide the honours; for clever—ness, Lady Sch.

Lady John Russell and Lady Palmerston divide the honours; for cleverness, Lady Salisbury is, perhaps, pre-eminent; Mrs. Oladstone for a rich and noble humanity; Mrs. District a mond's e Salisbury. expository portrait of Lady

by Sir F. C. Burnand. The new editions of these useful by Sir F. C. Burnand. The new editions of these useful works for the present year, published by Messrs. Burns and Oates, Orchard Street, W., have now been on sale for some time. The Directory gives particulars regarding the Catholic priesthood, churches, and schools, with a map of England showing the Catholic provinces, dioceses, and places where there are Catholic churches. The "Catholic Who 'S Who "Contains, besides the list of biographies forming the bulk of the book, a guide to schools, religious societies, homes, hospitals, orphanages, and visually included, is to be continued and issued separatly at the end of the war. nursing institutions. The cactione from or monour, pre-viously included, is to be continued and issued separately at the end of the war.

The Government deserves the thanks of the public for the new Information Bureaux—attractive kiosks at the great stores, in the offices of newspapers, in big banks and insurance offices, at stations, hotels, and prominent business establishments for the display of the various appeals made by the War Aims Committee, Ministry of National Service, Ministry of Food, Ministry of Pensions, Ministry of Labour, and War Savings Committee. These Bureaux will



AT LE PUY IN FRANCE WHERE THE POLISH LEGION HAS ITS HEADQUARTERS

THE CORPS MARCHING PAST AFTER BEING ADDRESSED ON PARADE BY COLORE.

DE RAUCOURT.

Colonel de Raucourt's address to the Poisic Active Colore.

Lieutenant Kardek, of the Corps, and after that the men marched past. All wear, as seen, the Polish national cap, the Schapka, which is worse at an activet from the Polish lancer of old, by the Lancer regiments in all armits—[French Official Photograph.]

Two books of reference of great value and interest to Roman Catholics are "The Catholic Directory" and "The Catholic Who 's Who and Year-Book," the latter founded Organiser, and Mr. K. J. Thomas, Hon. Sec., will assist him.





### CHESS.

- To Correspondents.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.
- T KING-PARK (Manchester).—Thanks for further contributions, which look very promising.

  C Honoley (Helston).—There are several games in existence such as you describe, but at the moment we cannot furnish you with particulars.

  SH HOLLAND (R.F.C.).—Your description of the position is not clear. Please send it on a diagram.
- send it on a diagram.

  J PAUL TAYLOR and A M SPARKE.—Problems to hand, with many thanks.

CHESS IN LONDON. Game played at the City of London Chess Club, between Masses, E G Sergeant and G E Wainwright.

E G SERGEART and G E WAINWRIGH

[Irregular Opening.]

I. P to K 4th
2. P to Q 4th
3. P takes P

Kt to K B 3rd, turning the game into a regular Sootch opening, would into a regular Sootch opening, would with the control of the contr

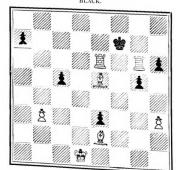
3. Kt takes P
4. P to K B 4th
5. B to K 3rd
6. P to K 5th
Both 614

3. R to B grid Q the P at Rt 3 and Q the P at Correct Solution of Problem No. 3661 received from E Khan (Kazvin, Persia); of No. 3774 from R F Morris Shertbrooke (Canada), Esperantiste (Angers), Ethel W Corbett (Portlund, Orgon); of No. 3775 from Esperantisto, J A Barron (Stratford, Canada), and J C Gardner (Toronto); of No. 3776 from Capt. Challer (Great Varmouth), T W Knight (American), Jacob Vertall (Rodmell), Esperantisto, and J Isaaceon (Liverpool); of No. 3778 from J C Gemmell (Can pb-ltown), A W Hamilton-Gell (Exeter),

B Kilner, F Drakeford (Brampton), Rev. J Christie (Birlingham), H Grasett Baldwin (Farnham) Captain Challice, J Verrall, and N R Dharmavir (Padiham).

CORRECT SOLUTIONS OF PROBLEM NO. 3779 received from G Sorric (Stonchaven), Major Deykin (Birmingham), J Christie, M E Orslow (Bournemouth), F Drakeford, H Grasett Baldwin, A N Neshutt (Glargow), N R Dharmavir, J Fowler, J S Forbes (Brighton), A H Arthur (Bath) J C Stackhouse (Torquay), A W Hamilton-Gell, T F Lawson, R M Mums (Nantwich), and H S James (Neath).

PROBLEM No. 3780.—By H. F. L. MEYER. BLACK.



White to play, and mate in three moves.

## THE PLAYHOUSES.

# "THE LILAC DOMINO," AT THE EMPIRE,

"THE LILAC DOMINO." AT THE EMPIRE.

So delightfully fresh and melodious is the muse, so delightfully fresh and melodious is the muse, so dainty and poetically treated is its setting, so happy has the Empire management been in the choice of its two leading interpreters—real singers and artists both—that the libretto is not much more than common-place at the best, and is often enough quite anaturish, matters less in the case of "The Lilac Domino" than it would in a comic opera with a score of inferior quality. As it is, the story of the high-spirited schoolgir who pursues recklessly her dream of love at a ball not intended for her type, in a garden by the southern sea of Florida, passes muster partly because the scenes in sunshine or within more because every musical number sung has charm, and more because every musical number sung has charm, and musician's craftsmanship. Two composers have had a hand in the work—Mr. Cuvillier, who is serving France additions that harmonise with his colleague's graceful The conductor might have taken an encore for every item every item in which the heroine had a share repeated. But then what a heroine it was, in the person of Miss Clara bird-like vocalisation; but also an embodimece wanted But then what a heroine it was, in the person of Miss Clara bird-like vocalisation; but also an embodimece wanted pamieson Dodds an equality taking portrait of fevrent manieris to the sentiment, Mr. Frank Lalor and others do their best to eke out the tale's arther thin supply of humour.

TERMS OF SUBSCRIPTION TO "THE ILLUSTRATED LONDON NEWS" So delightfully fresh and melodious is the music, so



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BLACK (Mr W.)

Kt takes Kt Kt takes P (ch) Q to Q sq Q to R 5th Q to Kt 5th (ch) Q tks P at Kt 2nd

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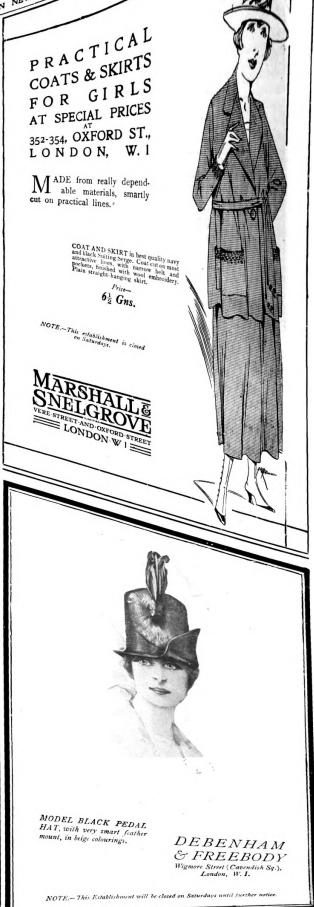
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# THE CHRONICLE OF THE CAR.

The Price of Petrol.

When the terms of a Board of Trade Order, made under the Defence of the Realm Act, the retail prices of petrol and paraffin will be controlled as from March 1. The profit to the retailer is limited to fifteen per cent., or a maximum of fivepence per gallon in the case of petrol, and to a maximum of our petrol has actually been limited to fifteen per cent. for some time, under the provisions of an agreement arranged between the importers and the Motor Traders' Association. While the new Order is not likely to bring down the present inordinate price of petrol, it will at least work to the advantage of the consumer in that the fivepence maximum will prevent the retailer from making excessive profits when the wholesale price is pushed up beyond present limits, as it assuredly will be if the petroleum ring sees the least chance of getting more out of the purchasing public. There are probably good reasons against the control of wholesale prices, since it is hardly conceivable that the Board of Trade should have made the Order in question without taking into consideration the controlling of price

at the source. If there were not such reasons, it would certainly be better to deal by legislation, or under the Defence of the Realm Act, with the prices charged by the ring, which are out of all proportion higher than is necessary for the making of a fair commercial profit, even after taking into consideration war risks and consequent high cost of freight and insurance. It is quite impossible to think or write about this matter of ring-controlled petrol prices without at the same time getting on the question of home-produced fuel and its possibilities for after the war. I am afraid I am not very sanguine about the prospects for some time to come. There will, of course, be a great deal more benzol produced than there was before the war; but I doubt if the increased amount will bring production up to a figure which will have any real effect on petrol. It is absolutely certain that when the war comes to an end we shall find that we have become motorised out of all knowledge. There will be a tremendous flow of transport to the highways, partly because the war has taught us the value of motor transport as nothing else could have done in the time, and partly because of the huge number of motor vehicles which will pass from war service to more peaceful pursuits. The ir crease will probably be more than sufficient to leave the berzol position about as it was in 1914. Bevond this there

beazol position about as it was in 1914. Beyond this, there does not seem to be anything in sight for the present. True, interest is being taken in the shale deposits and their possibilities for the production of motor fuel; but there is no present activity in development work—which, in any case, will take time to perfect. Of the discovery of oil-fields in Britain there seems no present probability, so that, taking one thing with another, it seems reasonably certain that we shall, when motoring starts again after the war, be in precisely the position we were in 1914—dependent upon overseas sources of fuel-supply for nine-tenths of our requirements, and still in the hands of a combine whose first article of faith, as stated by the chairman of the largest of the "ring" concerns, is that the market price of petrol is "what you can get for it."

Motoring in Canada. Canada, in spite of the war, seems to be a



AN INTERESTING CAR: A POST-WAR LANCHESIER MODEL This handsome car is one of the very few that the Company built blose cill their energies were deveted to work for the Government. It is a <-c-up, six-cylinder car, and is the property of a well-known Nichal motorist, Mr. Ernett W. Feston, of Fernxcod Grange, near Elimingham. The garage at Fernxcod Grange is very spacicus, and contains a Rollinger of the Company of the C

rither good country for the motorist. Even now there are no restrictions on petrol, which is procurable everywhere; and it does not look as though the Canadian motorist went in any fear of a curtainment of his activities, for I have seen it stated recently that it is estimated there will be no fewer than 100,000 new cars purchased this year. If this estimate does not prove too sanguine, it will mean that motoring in Canada will manifest just about five times the activity it did in 1914, when 22,070 new cars were registered in the Dominion.

W. W.



THE EX-PREMIER'S CAR: MR. ASQUITH'S WOLSELEY.

The Wolseley landaulette used by Mr. Asquith is seen in our photograph. It is a fine car and fi.ted with a Lyon-Spencer container.

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N. 4116 - VOL CLU

SATURDAY, MARCH 9, 1918.

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THE PRINCE OF WALES AS A RIVETER: HIS ROYAL HIGHNESS WORKS A PNEUMATIC RIVETING HAMMER IN A CLYDE SHIPYARD.

life Prince of Wales, who only recently returned from the mining districts of South Vales and Cornwall, arrived in Glasgow on March 4 to visit the shippards of the Clyde. Vales and Cornwall, arrived in Glasgow on March 4 to visit the shippards of the Clyde. Vales and Cornwall, arrived in Glasgow on March 4 to visit the shippards of the Clyde. Vales and Cornwall, arrived in Glasgow on March 4 to visit the shippards of the Clyde. Vales and Cornwall, arrived in Glasgow on March 4 to visit the shippards of the Clyde. Vales and Cornwall, arrived in Glasgow on March 4 to visit the shippards of the Clyde. Vales and Cornwall, arrived in Glasgow on March 4 to visit the shippards of the Clyde. Vales and Cornwall, arrived in Glasgow on March 4 to visit the shippards of the Clyde. Vales and Cornwall, arrived in Glasgow on March 4 to visit the shippards of the Clyde. Vales and Cornwall, arrived in Glasgow on March 4 to visit the shippards of the Clyde. Vales and Cornwall, arrived in Glasgow on March 4 to visit the shippards of the Clyde. Vales are the clyde. Vales and Cornwall, arrived in Glasgow on March 4 to visit the shippards of the Clyde. Vales are the clyde. Vales are the clyde and cornwall arrived in Glasgow on March 4 to visit the shippards of the Clyde. Vales are the clyde arrived in Clyde. Vales are the clyde arrived in Clyde. Vales are the clyde arrived in Clyde arrived in Clyde. Vales are the clyde arrived in Clyde arrived in Clyde arrived in Clyde. Vales are the clyde arrived in Clyde arrived i

persevered, and succeeded in driving a white-hot rivet into a plate in the ship's bows, as shown in our photograph. The crowd of onlookers cheered when they saw that the work was done. Later, at another yard, he operated a hydraulic riveting machine, driving in several rivets in so workmanlike a style that it was humorously suggested he ought to be paid at the maximum rate of a shilling per rivet.

# THE BAROMETER AND THE WEATHER.

THE working of the mercury barometer depends on the discovery of Torricelli, who showed, in 1643, that if a glass tube 33 inches long be filled with mercury, and its open end plunged in a trough of the same metal, the mercury retreats from the closed end until the column is about thirty inches in height. The vacuum or empty space thus left is especially sensitive to alterations in the pressure of the atmosphere, and the column therefore varies from as much as thirty-one inches when the pressure is greatest to twenty-nine when it is lowest. The aneroid, or "dry," barometer produces the same effect from the alternate contractions or expansions of a brass box partly exhausted of air. It was the discovery of Nicolas Jacques Conté, in Napoleon's time, and can be made so sensitive as to record the difference in height between

The use of the barometer in warning us of the approach of a chinge of weather is governed by fixed laws which have only lately been formulated. As hot air rises while cold air sinks, it is plain that a sudden access of hot air into the atmosphere of any place should lead to a diminution of the pressure, and one of cold to its increase. But the problem is complicated by the amount of moisture which such air brings with it, and this in turn depends on the regions whence it has come. In these islands the prevailing winds are the south-west and the north-east, the first-named of which, coming from the Equatorial regions across the ocean, is naturally charged with water; while the north-easter, blowing over the great dry

the table and the floor.

tracts of Northern and Central Europe, is generally dry. Hence it may be expected that the advent of the south-west wind will cause a diminution in atmospheric pressure, a corresponding fall in the barometer, and a consequent downpour of rain, and this is, roughly, what generally happens. But it is now seen that the occurrence of these winds is not an amair of chance. In our latitude the wind, especially in winter, is nearly always veering round from the north to east, from thence to the south, and back by way of the west to the north agair, and rarely moves in the contrary direction. This, which is known as Dove's law, is said to be due to whirlwinds caused by the heating of the air above the Gulf Stream.

The approach of any change of wind can now be foretold by a consideration of the "isobars," or lines of equal barometric pressure appearing on the map of the hemisphere, which before the war used to be published. This publication being now very properly forbidden by the authorities, in view of the information it might give to the enemy as to the safest time for air-raids and the like, it need only be said that, if within any area the pressure be lower than that outside it, the wind blows round that area in the contrary direction to the hands of a watch. This is called a cyclonic system, and is much the most common in these islands. It means warm weather in winter and cold in summer, with a more or less damp air or rain in either case. The anti-cyclonic system is, of course, one travelling the reverse way, and produces, as a rule, hard frost in winter and heat in summer; but

# $\mathcal{B}y$ F. L.

it travels much more slowly over the earth than the cyclonic, and, on the whole, is less inclined to disappear quickly. When, in the happy days coming, the publication of the isobars—which, in their turn, depend on the barometrical observations telegraphed to us from different quarters of the globe—is resumed, it will be possible again to give warning of the approach of a cyclonic or anti-cyclonic system.

Meanwhile, a little can be said of the ordinary readings of the barometer in these islands. These read ings are generally over thirty inches when the weather is fine, and when it sinks below this point we may expet rain, snow, or high wind. But it is also true that if the barometer rises or falls steadily but slowly, so that the variation extends over several days, the change in the weather is not only fairly certain, but is likely to last some time. On the other mand, a sudden change in the height of the mercury may bring with it the indicated change in the weather, or it may not, and is not so likely as a gradual one to mean any long-continued change to the type not then prevailing. Moreover, the barometer is apt to be affected, as is

Moreover, the barometer is apt to be affected, as is natural when we consider the sensitive metal used, by a change of temperature, and therefore undergoes a daily variation connected with the sun's heat. This applies, curiously enough, to the aneroid type also; and, if we are to expect true indications from any weather-glass, it must be kept sheltered from draughts or other sudden changes of temperature. Finally, nearly every instruent has its own peculiarities arising from differences in capillarity and the like, and these will repay study.

# THE WAR DEBT: HOW WE SHALL PAY IT.

PEACE, when it breaks out, will find this country burdened with a war-debt perhaps ten times as large as that which was the cost of crushing Napoleon. How shall we bear so colessal a burden? Our Bolsheviks insist that the only way will be to seize the possessions of the "Haves," which would be equivalent to repudiation. The Russian object-lesson in what the class-war specialists call "direct action" has been a salutary warning to the honest working-man, who was for a time incined to listen to the faise, fantastical prophets of Red Petrograd. Indeed, it would seem that the only following now left to Lenin and Trotsky in this ancient home of proved liberties are the long-haired young men in the big cities who are suffering from a cosmical grievance—i.e., a teeling that there is something radically wrong with the whole order of the universe. The A.S.E. "dilutee" who frankly confessed: "I don't want to fight, and I don't want to work—what 's the good of it all?" was evidently a victim of this anything but divine discontent. After all, nearly everybody in the days of yeasiy youth has "seen red" in the Socialistic sense: it was King Oscar of Sweden who declared that the young man who was not a Socialist before twenty-five had no heart, and he who remained a Socialist after twenty-five had no head.

The notion that Capital has been robbing Labour of a huge cantle of its just reward is still widely current. But the tendency, even among extremists, has been to reduce the proportion of the alleged theft. Marx put it at 80 per cent.; according to Mr. Sidney Webb,

consulting economist to so many Socialist and semi-Socialist leaders, it is only 25 per cent. In point of fact, statistics can be produced to prove that the English oligarchy of modern capitalists, the brains of the industrial organism, have been democracy's best friends. This truth can be read clearly in a century of Income Tax returns. In 180-12, when Pitt invented the Income Tax as a war impost, the national income of England (with Wales) was estimated at £180,000,000. In 1907, according to the generally accepted estimate, it had risen to £2,050,000,000. lad the national population, it would have been only £900,000,000. The additional increment of £1,050,000,000 os is the product of capitalistic brain-

But what has become of all this golden reward for being made to become a nation of multiple-shopkeepers instead of a nation of shopkeepers (the change is not yet complete)? The oligarchy of controlling brains, which form a natural and inalienable monopoly, took 250 millions only. The new class they created of intellectual subordinates—that Lower-Middle Class which Charles Booth saw as a new factor in social life—took 200 millions. The residue—no less than 600 millions—has gone to the manual workers. That is why the average wage in this country was, ten years ago, at least seven times what it was in Russia, where the developing business brain has just been scattered by the Bolshevik bludgeon.

The honest toiler is apt to believe that he or a

# By E. B. OSBORN.

mate could take control of the shop and run the business as well as the boss, or even better. It has tumed out far otherwise in Red Petrograd. Moreover, the records of scores of experiments in applied Socialismeg., "Australia" in Paraguay—show that nothing can compensate for the lack of a specially trained intelligence and will-power at the top. It follows that it would be a criminal blunder to eliminate the strategist of business by the Marxian ultima ratio regum (the legend engraved on the Kaiser's monstrossiege-guns) of depriving him of his reward, past or present or future. The working capitalist must be kept and encouraged by our kings in corduroy, and given scope to develop those latent Imperial resources which, rightly used, will not only pay our war-debt, but also lay the foundations of a progressive prosperity as yet undreamed of. This comfortable truth was the theme of the late Earl Grey's discourses as he lay on his death -bed; all his life he had taught the necessity of teaching the English working man what the Empire meant for him. "We poor chaps can't afford an Empire." said a Lancashire weaver to the writer, having for a moment forgotten what India has been to his county and industry. The working man forgets that he eats Empire, drinks Empire, wears Empire, plays with Empire, rides about on Empirine, Parks Empire, Parks Empire, Parks Henrick while, encircles the terrestrial globe. The British Empire for the British will pay our war-debt—and with something to spare!

# "COARSE" v. "GAME": THE FISH OF OUR INLAND WATERS. By S. L. BENSUSAN.

FISH is undoubtedly replacing meat in many a restaurant. How long will it continue to do so? The question depends to a large extent upon the use we make of the resources that lie to our hand. In another week the close season for coarse fish begins, and in the middle of June we may all give our spare time to fishing. Our rivers, lakes, and ponds hold pike, carp, tench, perch, dace, gudgeon, and eels, the last being a mere visitor, for it must go down to the sea to breed. But all the species named are good eating if the cook understands his work; and of the other fish that I find uneatable—the barbel, chub, bream, and roach—doubtless much might be done by cultivation to improve the flavour. Time was when the bream was very highly esteemed, and kept in the stew-ponds attached to monasteries, castles, and country houses remote from murkets. It has fallen from its high estate, but might be cultivated back to it; and in the meantime the four fish I have named will, if thoroughly boiled, stimulate the necessary hen to hurry along the road of egg-production. In days gone by the bream of our inland waters reached a length of two feet and a weight of ten pounds.

We have neglected our "coarse" fish; it may be worth remarking that the adjective is not intended

We have neglected our "coarse" hish; it may be worth remarking that the adjective is not intended to convey a slur, but to mark the difference between them and the "game" fish, like trout and salmon. If we would take a little ordinary care of our rivers, our lakes, and our ponds, we might have such supplies of well-favoured, well-flavoured fish as would stretch to every table. Now the time is fast approaching

when we can make a start by protecting the spawn from ducks, swans, eels, rats, and frogs. It seems a large task, but a little attention and some wire netting will accomplish big results, and coarse fish need very little encouragement to be fruitful, multiply, and replenish the waters. For example, the pike at muturity lays half-a-million eggs, the carp not less than two hundred thousand, the tench as many, the perch one hundred and fifty thousand. It is not difficult to collect some of these eggs and to put them out of harm's way, and in this fashion any piece of suitable water much prescribed.

suitable water may be restocked.

Many people are under the quite erroneous impression that coarse fish, when caught, is only fit to be thrown away. Let it be granted that fish from stagnant water have a muddy flavour, and that our lakes and ponds are often both stagnant and unclean. Fish taken from such places should be transferred to clean water—running, for choice—and kept in it for a week. Then, when killed and cleaned, they should be s-aked overnight in water with some salt—or, preferably, vinegar—added. After that they are ready for cooking in a dozen ways.

It is not generally known that in normal times there is a large market in tench and carp brought over alive from the Continent. Packed in wet moss, they will travel well and live for days, being very thick-gilled fish. In Central Europe they are regarded as luxuries, and fattened for the table with cream and preparations of flour. To-day there must be a market; for carp and tench appear to be "controlled" fish.

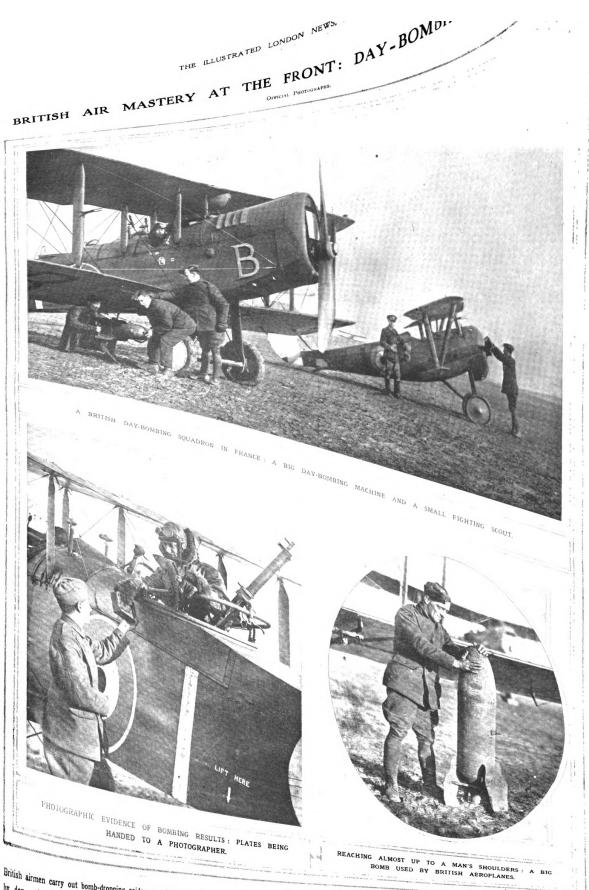
When King Henry VIII. was on the throne of England, pike at this time of the year actually cost more than lamb, and was a standing dish at civic

banquets. Our rivers were clean, salmon were plentiful in the Thames, and fresh -water fish was highly esteemed by the heads of monasteries—men who were notoriously inclined to flatter their epigastric region. If the powers that be, the unseen ones who regulate and control us, would but give a little attention to the state of our rivers and ponds, would interest themselves only a little and encourage the general public to do the same, hundreds of tons of nourshing food would be added to our supplies, and we could eat it in the pleasant knowledge that no lives had been risked to bring the food to our door. As the value of "coarse" fish becomes recognised, it will be possible to improve the flavour until at last the gournat of

to improve the navour until at last the gammato-day does justice to the taste of his forbears.

There is no good reason why our home-grown is should be dear. It was stated last year that an enterprising firm of fishmongers had bought up the many tons that lie in the lakes, ponds, and reservoirs controlled by the London County Council at the price of 400 per ton, a trifle over fourpence a pound. It

trolled by the London County Council at the price of £40 per ton, a trifle over fourpence a pound. It should be perfectly possible, by eliminating the middleman, to sell the fish to the public at sixpence or seven-pence a pound and to make a reasonable profit on costs of production. To do this it is, of course, necessary that fish should be distributed within easy distance of the source whence they are taken. In this way difficulties of transport would be avoided.

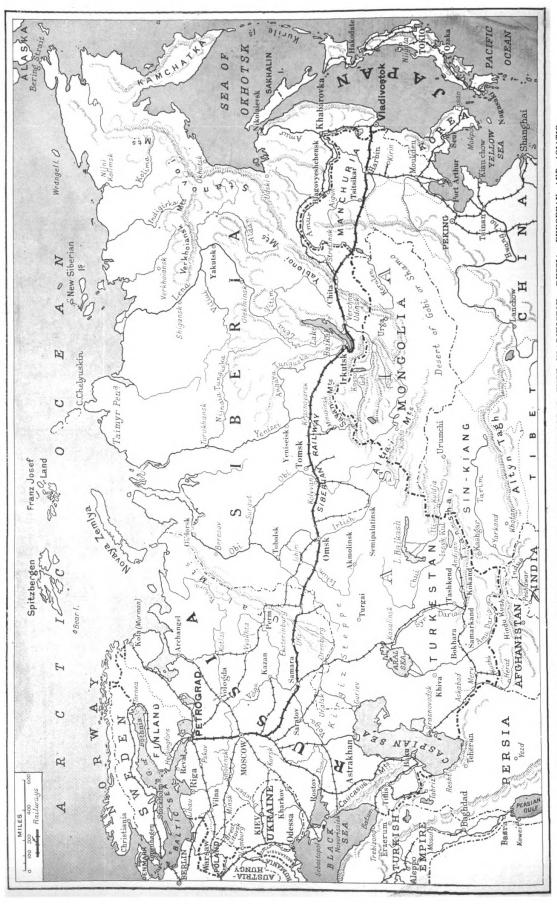


Brilish airmen carry out bomb-dropping raids over the enemy lines on the Western Front by day and night, and the results obtained in daylight are recorded by photography. Our superiority in this respect over the enemy is well shown by the following authoritative figures that were recently published relating to the number of bombs dropped by both sides during the month of January last. In daylight expeditions, while the enemy Gopped only 221 bombs over the British lines, our own airmen retaliated by dropping no

fewer than 5000 on to enemy areas. By night there was less discrepancy between the totals, but still our air service had a substantial balance to its credit, having dropped 1753 bombs to the enemy's 1261. The gross total, for day and night, thus worked out to 7653 bombs dropped by British airmen as against only 1482 by the Germans. The British figures include the work of the R.N.A.S., the R.F.C., and the Australian Flying

SIBERIAN RAILWAY. THE GEOGRAPHICAL POSITIONS: AND RUSSIA: THEIR RELATIVE JAPAN AND

MAP SPECIALLY DRAWN FOR "THE ILLUSTRATED LONDON NAWS" BY MESSES. GFORGE PHILIP AND SON, FIRST SIREHT.



SHOWING THE 6200-MILE-LONG TRANS-SIBERIAN RAILWAY CONNECTING PETROGRAD WITH VLADIVOSTOK: RUSSIA - EUROPEAN AND ASIATIC. AND ITS COMMUNICATIONS WITH JAPAN.

the overland movements, military or otherwwith Vladivostok, would naturally be of of Japan, it is and F its effects of Japan the recent course of events regarding the Russo-German situation and to study, in a map such as the above, the relative geographical positions In view of t

# SEEKING NO TERRITORIAL AGGRESSION: LEADING STATESMEN OF JAPAN.

PHOTOGRAPHS BY L.N.A., SWAINE, AND MEIJI SEIHANJO.



MAKER OF A MOMENTOUS SPEECH ON JAPANESE POLICY: VISCOUNT MOTONO.



THE JAPANESE AMBASSADOR IN LONDON: VISCOUNT CHINDA.



JAPAN'S AMBASSADOR WITHDRAWN FROM PETROGRAD: VISCOUNT UCHIDA.



THE JAPANESE PARLIAMENT IN SESSION: A DEBATE IN THE LOWER HOUSE—THE PRIME MINISTER SPEAKING.

Viscount Motono, the Japanese Foreign Minister, was reported to have said recently in Parliament at Tokio, regarding the Russo-German negotiations: "Should peace be actually concluded, it goes without saying that Japan will take steps of the most decided and most adequate character to meet the occasion. The withdrawal of Viscount Uchida from Petrograd is due to the unsettled and dangerous conditions prevailing there. Regarding the question of Russia's separate peace, the funct understanding exists with Great Britain,

America, and the other Allies. The Consul-General at Moscow will represent Japan after Viscount Uchida's withdrawal from Petrograd." Viscount Chinda has been the Japanese Ambassador to Great Britain since 1916. He was previously Ambassador to the United States for five years, and before that to Germany. Japan has made it clear that in any action she may take as a result of the Russo-German situation she is not actuated by any desire for territorial aggression.



By G. K. CHESTERTON.

It seems nowadays to be counted a prodigy that the truisms can come true. The discovery that a new notion is nonsense is itself treated as a new notion. There is a tradition, let us sav, that jumping off a high precipice is prejudicial to the health; and therefore nobody does it. Then appears a progressive prophet and reformer, who points out that we really know nothing about it, because nobody does it. He



KNIGHTED FOR WAR-SERVICES IN CONNECTION WITH SHIPPING: SIR W. H. RAEBURN, THE RETIRING PRESIDENT OF THE CHAMBER OF SHIPPING.

Sir W. H. Raeburn has filled the office of President of the Chamber of Shipping of the United Kingdom for the past two years. He is head of the firm of Messrs. Raeburn and Verel (Ltd.), of Glasgow, cargo stammship owners. "Mr. Raeburn," says the "Times," "has been prominently associated with the questions involved in the requisitioning of cargo vessels by the Government, and in other ways he has been brought into close contact with the Ministry of Shipping."—(Photograph by Lafayette.)

urges, truly, that you and I have but rarely tested the matter by ourselves falling off high cliffs and carefully noting the results. He insists that there is seldom a long queue, or continuous procession of persons, filing past Dover up to Shakespeare's Cliff with this scientific object; and that there is, therefore, no sufficient number of cases of the needs of induction. At last some highly scientific character does jump off Shakespeare's Cliff, and is found dead on Dover sands. And the other scientists, standing round his corpse in a ring, do not regard it as the remains of a fool or a hero or an example of the ancient human tragedy. They regard it as if it were some entirely new and interesting sea-beast thrown up by the sea. They have made a discovery. They hardly realise that it is merely the discovery that all their fathers and grandfathers and great-grandfathers were right. But they are bound to admit it is the discovery that they themselves were wrong. And that is a very astonishing discovery indeed.

I hope we shall hear no more of the proposal that Shakespeare's countryman shall jump off Shakespeare's Cliff as an example to others, now that Tolstoy's countryman has really set the example and we can all judge exactly what it exemplifies. The Tolstoyan has cast himself down from the pinnacle of the Tolstoyan temple, defying that deep warning against the pride that would test God by a trick, and he has been picked up dead. It was always commonsense, on the face of it, that a nation which disarmed itself would become the spoil of some aggressor. It is now a concrete fact, staring us in the face, that a nation has disarmed itself and has become the spoil of an aggressor. We have had the privilege of dis-

covering, by a dramatic and decisive experiment, that fire burns, that bees sting, that bulls have horns, that sharks have teeth, that thieves thieve, and that murderers murder—and of setting any reasonable doubts on these matters at rest for ever. Pacifists have ruined a great State, lost a great Ally, thrown half Europe into chaos, and imperilled the deliverance of all mankind from death and slavery, in order to made quite sure that a vulgar and notorious bully will kick a man wher he is down; but we have made quite sure of it. Her ceferth, I take it, Pacifism does not exist as a practical policy. Henceforth there are no Pacifists; there are only Pro-Germans. Every sort of Socialist or humanitarian must see, now, that there is no longer any question of softening in the hope that Germany may soften; we can only soften in order that she may harden. We know now exactly what would have happened if our Liberal or Labour world had really refused all patriotic effort, in the hope that the corresponding groups ir Germany would do the same. We should have renounced imperialistic aims, and the imperialistic aims of the enemy would have advanced further, and his arms along with his aims. We should have made concessions, and they would have advanced; we should have made peace, and they would still have advanced; we should have given up every rag of national dignity or decency, and they would have continued to advance. The policy of "no annexa-

tions" has ended in annexations so enormous that we cannot possibly suggest an English par-allel to them. There is not room in all England for the land-grabbing which the Prussians and the Pacifists between them have set going in Russia. If we want to picture the real parallel, we must transfer it to America. America, like Russia, is a vast territory with millions of miscellaneous inhabitants and measureless natural resources, though the Americans need no German organisation to develop those resources. Now it is a matter of life and death to realise that, if Germany gets a grip on those Russian resources, German organisation will develop them precisely as Americans have developed American resources. In other words, it will be, in the long run, as if Prussia had begun the conquest of the United States. Suppose that some American Socialist or Pacifist sat in the sea of Mr. Wilsor and professed Mr. Wilson's humanitarian aims with-out Mr. Wilson's military methods. Suppose he had merely appealed to American Labour to appeal to German Labour. Suppose he had refused to pit Americans against Ger-mans, and merely pitted proletarians against capitalists. Suppose he had made the widest appeal, set up the purest ideal, announced the end of empires and the fraternity of peoples. So far as mortal common-sense can make out a perfectly plain parallel, it would have ended one grand uninterrupted march of the German armies westward from New York to Cleveland, from Cleveland to Chicago. It would have meant at the least that the whole Pennsylvania or the whole of Virginia would be annexed by Germany. It would mean that some entirely new nation, paid and armed by Prussia, would be thrust into the country as far as Nebraska; and that all the States would be commercially subject to Prussia, from Maine to California, and from North Dakota to Texas. This, thank God, sounds perfectly impossible and absurd. But it only sounds so because we naturally know a little more about the western world of America than about the eastern world of

Europe. It is only because we have more sense of the dignity of Washington than of the dignity of Warsaw, and hear more of the heroes of Virginia than we hear of the heroes of Poland. Precisely that thing, upon precisely that scale, is what the Prussian is doing, is what the Prussian has already done, and what only the defeat of Prussia can undo. And the last irony, at once noble and lementable, would be this—that then the Pacifist President of the

United States probably would be ready to fight and fall for the United States. That is, he would only be likely to fight when the nation was certain to fall. He probably would defend his country when he could no longer defend his policy. It is perfectly plain from the Bolshevik parallel that the Bolshevik from the Boisnevik paraties that the Boisnevik philosophy does not prevent a man from fighting: it only prevents him from winning. It is quite permissible to come to blows, so long as we always come to late; it is justifiable to kill, if the killing is already useless; and intolerable injustice may be allowed to madden a man into revolt, so long as he is careful madden a man into revolt, so long as he is careful to revolt in such a way that the injustice shall remain invincible. We may, perhaps, question both the logic and the utility of such a thesis. It may be a magnificent thing to die in the last ditch; but it scarcely seems necessary to begin with the last ditch. And for anything for which a man would die in the last ditch, he might lewfully (one would think) consent to live in the first trench, and even to fight and conquer in the first trench. Almost any one of them would admit that, in the last resort, he would justify some resistance against some wrong. Only, precisely because they do it in the last resort, they do it when the resistance is really idle and the wrong is really incurable. I, for one, will not refuse a salute to valour. even when it is thus made sterile by despair. But I most certainly will not refuse it to a more fruitful



AN ALLY: THE EMPEROR OF JAPAN

The Emperor Yoshihito of Japan was born in 1879, and succeeded his father, the widely revered Emperor Mutsushito, in July 1912. He was married to Primoss Sadako in 1900, and has four children, all sons. He was at the beginning of the year specially appointed by the King as a Field-Marshal in the British Army, it will be recalled how the Mikado, the name by which the Emperor of Japan is best known in Europe, sent Sir Douglas Haig, in January, a special message of congratulation on the "great work" of our "magnificent Armies, whose sport and achievements in the field are beyond all praise."—[Photograph by C.N.]

fight, merely because it is more fruitful, or deny to soldiers what I grant to suicides. I will give my serious support to those who fight with some prospect of a just peace, rather than to those who have nothing left but a just war. I will not make a model of the last stand before Petrograd by men who have ceased being pacifists by becoming pessimists, preferring the example of those who have suffered from the beginning not only for the faith, but for the hope of the world.

# AT PEACE WITH GERMANY; AT WAR WITH BOLSHEVIKS! UKRAINIANS.

GERMAN communiqué A GERMAN communique
of February 27 stated:
"Army Group of Von Lin--Near Kolenkowitz the singen. enemy forces threw themselves against detachments which were pressing forward into Ukrainia along the Pripet. The enemy was thrown back, and the town and railway station were taken by storm. Within a few days the troops of the Linsingen Army Group have covered more than 300 kilometres, on foot, by rail, and in motor - cars. The Ukrainian Government has restored quiet and order in the regions which have been cleared of the enemy." On March 2 the Germans announced: "Kieff, the capital of the Ukraine, has been liberated by Ukrainian and Saxon troops."



WHERE THE UKRAINIAN GOVERNMENT HAS BEEN SITTING:

A USTRIAN as well as German A forces have entered the Ukraine. On March 1 a German official report said : "Austro-Hungarian troops, appealed to by the Ukrainian Government and population for protection against bands of the enemy, narched into the Ukraine or wide sectors north of the Pruth." On the same date the Austrian Premier said in the Reichsrath, regarding this movement : " The peding the restoration of internal order, but are also arousing fears for the abundant stores of food. While, thanks to the German advance, the railway traversing the northern region of the Ukraine is safe for transport, the southern main connection with Odessa is exposed to vicissitudes."



INCLUDING A RED HAT: THE UNIFORM WORN BY TROOPS OF THE UKRAINE REPUBLIC.



A LEADER OF THE UKRAINIAN ARMY: GENERAL SURSULAR,
A TARTAR (WITH HEAD SHAVED).



SAID TO HAVE COMMANDED UKRAINIANS IN THE KIEFF FIGHTING: GEN. PETLJURA, WAR MINISTER.



LEAVING KIEFF TO FIGHT THE FORCES OF THE BOLSHEVIKS: TROOPS OF THE UKRAINIAN ARMY.



PRESIDENT OF THE RADA, AND CALLED "FATHER OF THE UKRAINE":
PROFESSOR GRUSHEFSKI, WITH HIS MINISTERS.

Recent accounts of events in the Ukraine (South Russia), since the independent Republic was formed there and a peace concluded (on February 9) with the Central Powers, have been very conflicting and obscure. The Ukrainians have been fighting the Bolsheviks, at Kieff and elsewhere, and German troops have also attacked the Bolshevik forces in the Ukraine. Desperate street fighting was reported to have occurred at Kieff. The Bolsheviks claimed to have captured that city on February 10, while another report said that the Ukrainians afterwards retook it. The Ukrainian delegates at Brest-Litovsk, in

an appeal to Germany for help against the Bolsheviks, said: "The joyful news of February 9 (i.e., the peace treaty with the Central Powers) has brought no peace to our land. The Russian Maximalists (Bolsheviks) . . . have now undertaken, as they call it, a holy war against the Socialists of the Ukraine." On March 1 the Bolsheviks were reported to have sent a message to Berlin stating that Bolshevik delegates from Ukraine were going to Brest -Litovsk to sign a treaty. On March 2 Germany announced the capture of Kiefl by Ukrainian and Saxon troops.

# HEAT WITHOUT TELL-TALE SMOKE: CHARCOAL FIRES FOR THE TRENCHES.

OFFICIAL PHOTOGRAPHS.



ENSURING WARM TRENCHES IN THE BRITISH LINES: CHARCOAL-KILNS BURNING IN A FRENCH FOREST.



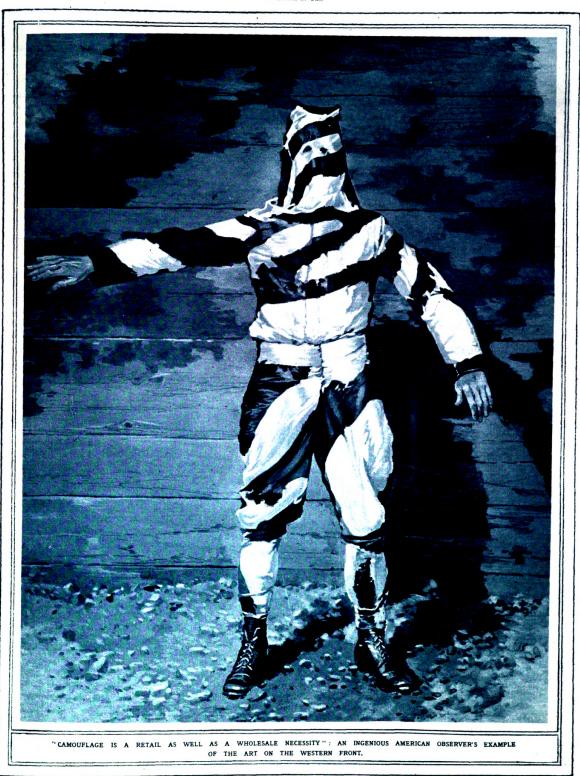
CHARCOAL-BURNERS AT WORK: INDIANS OF A BRITISH LABOUR CORPS REMOVING CHARCOAL FROM A KILN, FOR DESPATCH TO THE TRENCHES.

A charcoal fire in the open air gives off no smoke, or next to none, and the thin vapour of the fumes, often so deleterious in insufficiently ventilated rooms, dissipates rapidly in the open, and harmlessly. For the trench fires necessary to the comfort of the men in the trenches, often with only a few yards of No Man's Land between them and the

enemy, charcoal fuel is, for the above reason, peculiarly adaptable. It is universally in request in consequence, and large gangs of Chinese, Indian coolies, and other Asiatics enrolled in the Labour Corps in France, are always at work charcoal-burning for the armies in woodland districts all over the country. Some of our Indians are seen here.

# TREE-CLIMBING CAMOUFLAGE: A U.S. OBSERVER'S "CLOAK OF INVISIBILITY."

PHOTOGRAPH BY C.N.



The United States Army, with true American inventiveness and ingenuity, has lost no time in becoming adept in the important military art of camouflage. The above example is a dress designed for men on observation duty in trees, the slanting stripes, shaped like boughs, rendering them inconspicuous among the actual branches. American troops have already had their first artillery and infantry actions on their sector of the French front. Describing a recent visit to it, Mr. G. H. Perris writes: "I have spent a full

day among them, in their front trenches, observatories, posts of command, and staff quarters. There they are—the hefty, cheerful boys . . . entering freshly into the life of armies that is our familiar hell, and, between times, resting beside wood fires in sunny dells camouflaged with screens of naked, shattered tree-trunks. . . It has been drummed into them that camouflage is a retail as well as a wholesale necessity, the soldier's duty being to keep himself invisible from the enemy till the last moment of the supreme trial."

### WHAT IS BATTLE-PLANE? Α

By C. G. GREY, Editor of "The Aeroplane."

FOR the past two or three months one has noticed a remarkable increase in the use of the strange word "battle-plane" by those who write about aircraft without particularly intimate knowledge. It would be interesting if one could discover precisely what users of the word intend that it should convey

Let it be admitted freely that the word "plane" is used incorrectly by all of us who are concerned with aviation. Geometrically speaking, a plane is a flat speed and ability to manœuvre quickly. Speed is needed to catch the enemy; and quickness in handling is needed to attack him when caught, to make sure of being able to attack from the best possible position, and to enable the attacker to dodge about and avoid

The big aeroplane is, up to the present, invariably slower than the small one, and it must obviously be slower in manœuvring. Therefore it offers an easier target to the fighting machine than would a small

machine which could move quickly in any direction

In attacking a big aeroplane the pilot of a small fighter throws his machine into the most extraordinary attitudes. He may dive straight at the enemy from above, and then, just when the then. machine-gunner defending the big one thinks he has got his sights on him, he may spin his machine round, slip suddenly sideways, and probably, before the gunner can shift his aim, he may find the machine underlittle neath, firing up into the petrol-tank or the

engines.
The Germans, who were the first to pro-duce big aeroplanes in quantities-although the actually produced the first satisfactory examples of the multiple-engine type—soon discovered that the big aeroplane is

not a satisfactory fighting machine. Their first squadron of twin-engined Gothas was sent to Roumania, and was used for bombing

Bucharest — hence its nick-name, "the Bucharest Squadron." The capital of Roumania was undefended, and so the squadron did considerable execution. Soon afterwards, the same squadron tried to bomb Salonika. In reaching that city it had to fly over the Allies' fighting line in Serbia, and at its first attempt it lost two · machines, brought down by one gallant young officer of the R.F.C.—one on outward journey and one on the way home

British air - craft industry

Then the squadron was shifted to Belgium, and turned on to raid London. At that time there were no London defences, and no fighting aeroplanes in England-at any rate, there were no fighting squadrons organised for defence purposes.

Germans went straight out to sea from the Belgian coast, and had not to cross any fighting line—with its accompaniment of aerodromes at close intervals behind it. Their job was therefore

quite easy at first.

But, as soon as the very first squadron of small fighting machines was organised for the defence of London, the big German aeroplanes were defeated, and they have never attempted a daylight

raid since. Even at night their business is un-pleasant. Being slow to manœuvre, they cannot easily escape from the rays of a searchlight if once caught in it, and when so sighted they are easier for a gunner to hit than are small fast machines. Also, when the searchlight finds them and holds them, they are an easy illuminated mark for the small fighters, and they themselves fight at a disadvantage.

The big, multiple-engined aeroplane is undoubtedly the right weapon for big bombing raids at night, for no other craft can carry bombs of sufficient size and in sufficient numbers to do serious damage to places of military importance, such as munition factories, barracks, and so forth; but they have to be used skilfully and with a properly thought-out tactical plan if they are to be successful in this direction. Obviously, one cannot discuss here the tactics of bomb-raiding with big aeroplanes. One may, however, say that such tactics are by no means so simplé as one might

Attempts have been made by the Germans to make these big aeroplanes safe against attack by small machines by mounting many guns on them for their defence. This has never deterred the Allied aviators from attacking them on sight. And, if there are more attackers than there are defensive guns on the big machine, it is obvious that the attackers must

have the advantage.

There is a tendency in some quarters to re-There is a tendency in some quarters to regard the relationship beween the big aeroplane and the small one as similar to that between the battle-ship and the destroyer. This analogy is entirely false. The battle-ship depends for salety on her heavy armour and her superior guns. The big aeroplane has no such advantage. If one imagines a battle-ship with plating only as thick as that of a destroyer, and carrying guns of the same calibre, then one has an exact analogy. But none would think of building a ship for fighting purposes under such conditions. Heavy But none would think of building a simply fighting purposes under such conditions. Heavy armour and heavy guns (beyond a certain limited calibre) are impossible on a big aeroplane; and, if big guns were possible, they would have little chance of hitting a small high-speed aeroplane.



FALLEN IN THE BRITISH LINES IN FRANCE: A GOTHA WHICH LANDED UPSIDE DOWN .- British Official Photograph.

surface, whereas the wing of an aeroplane-which is known to aeronautical scientists as an "aerofoil"—is very distinctly curved. Therefore the word aeroplane is wrong in itself; and the word "plane," when used to indicate any one member of a flying machine, is equally wrong, whether one calls the right wing the "right plane," or the tail member the "tail plane," as we all do. However, in that sense the word "plane" has come into common use. In the Flying Services themselves the word is sometimes used jestingly—as, for example, in the case of the "F.E." type biplane. of Government design, which is commonly known by its users as the "Feeplane." Also, one regrets to say, young and inexperienced officers fell for a time into the habit of calling the whole aeroplane a "plane". a habit which is also common among journalists. This habit became so prevalent that a certain R.F.C. General, famous for the correctitude of his behaviour under all and sundry circumstances, actually issued a Brigade Order deprecating the custom of calling aero-planes "'planes" or "'busses." and recommending planes "'planes" or "'busses," and recommending that they be called either "aeroplanes," correctly, or, as an alternative, "machines."

It is interesting to find that, in the midst of war's alarms, an officer of high rank should make time amid his multifarious duties to set the tongues of his young officers in the right path. Of course, his action was wholly commendable, for sloppiness in speech betokens definitely a state of mind, and leads to personal sloppiness, sloppy discipline in the squadron, and so to general lack of moral.

However, as to the "battle-plane." One gathers

in a somewhat vague way, from such phrases as "one of our great battle-planes," and so forth, that there is in some minds a sort of analogy between a battle-ship and a battle-plane. Now, as a matter of fact, there is no parallel at all between the two. A battle-ship is definitely a big fighting ship. The battle-sh squadron is composed of the biggest ships of the fleet-The battle-ship bigger even than the battle-cruisers, more heavily armed, more heavily armoured, and distinctly slower. It fights its way into the enemy's force by sheer weight and strength.

Among aeroplanes, however, the facts are almos precisely opposite. The machines which do nearly all the fighting are the smallest, lightest, and fastest in the Service. In air fighting, results depend chiefly on



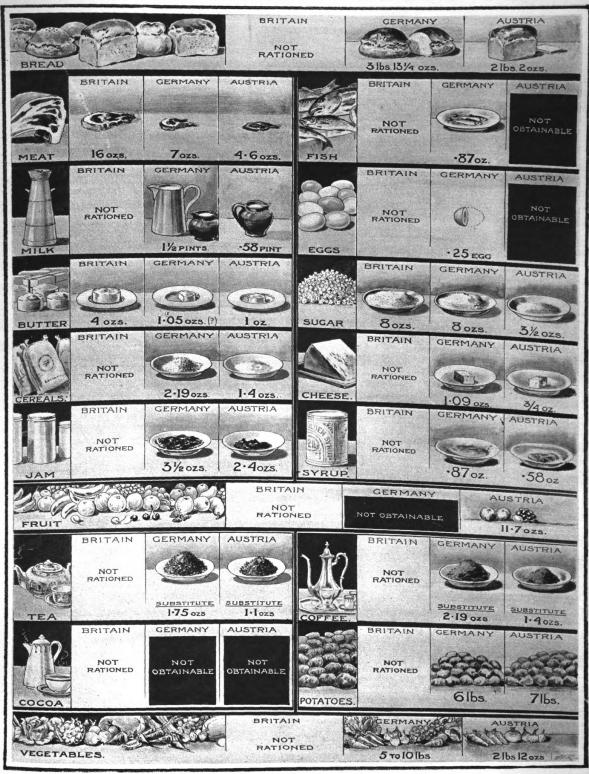
FALLEN IN THE BRITISH LINES IN FRANCE: ONE OF THE ENGINES (SIDE-VIEW) OF A GOTHA WHICH LANDED UPSIDE DOWN IN OUR LINES IN FRANCE.

British Official Photograph.

Therefore one may conclude definitely that, if there be such a thing as a "battle-place" at all—which one may deny, seeing that the word has no aeronautical meaning—it is certainly not the "Dreadnought of the Air" visualised by writers of romance in our news-sheets. The ficieng aeroof romance in our news-sheets. The fairing aero plane is, however, a very discinct entity, and is now assuming a very dennite shape in the scheme of things aeronautic.

# A CONTRAST INDEED! BRITISH AND ENEMY CIVILIAN FOOD-SUPPLIES.

DRAWN BY OUR SPECIAL ARTIST, W. B. ROBINSON.



THE FOOD SITUATION IN THIS COUNTRY COMPARED WITH THAT IN GERMANY AND AUSTRIA: RELATIVE RATIONS AND SUPPLIES (OR ABSENCE THEREOF) SHOWN IN DIAGRAM.

Those inclined to grumble at the minor inconveniences—in no sense, privations—caused by our rationing system would do well to read, mark, learn, and inwardly "digest" these diagrams, which indicate the far greater shortage of food to which the Germans and Austrians have been subjected. In all cases except sugar, where the British and German rations are the same, the quantities of the various foods available to our enemies are

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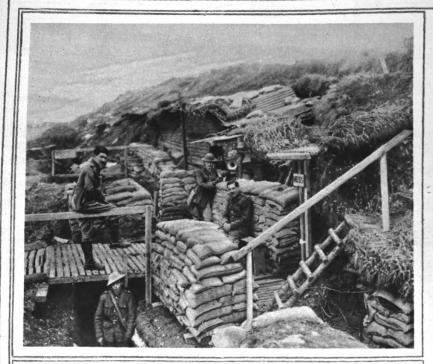
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much less than our own. Some articles of food are not obtainable at all in Germany or Austria. As regards the German butter ration of 1°05 or., it is doubtful whether this includes margarine. The British ration of 4 oz. includes both. The tea and coffee available in the enemy countries is of the "substitute" variety. The plates in the diagrams have able in the account of the "substitute" variety. The plates in the diagrams have been drawn to a scale of 6 inches diameter.—[Drawing Copyrighted in the United States and Canada.]

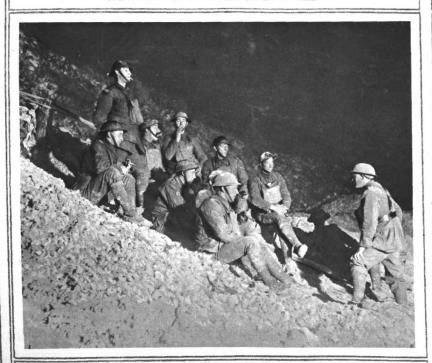
# LENGTHENING THE BRITISH LINES ON THE WESTERN FRON



AT PART OF OUR NEW LINE NEAR ST. QUENTIN: SOME OF THE NEATLY FINISHED FRENCH DUG-OUTS NOW HOUSING BRITISH OFFICERS.



IN REAR OF THE FORMER FRENCH FROM COLUMN (LEFT) WITHDRAWING,



AFTER THE ARRIVAL OF THE BRITISH TROOPS IN THE SECTOR TAKEN OVER FROM THE FRENCH NEAR ST. QUENTIN: AN IRISH BATTALION "PADRE" HAVING A TALK WITH SOME MEN ONE EVENING.

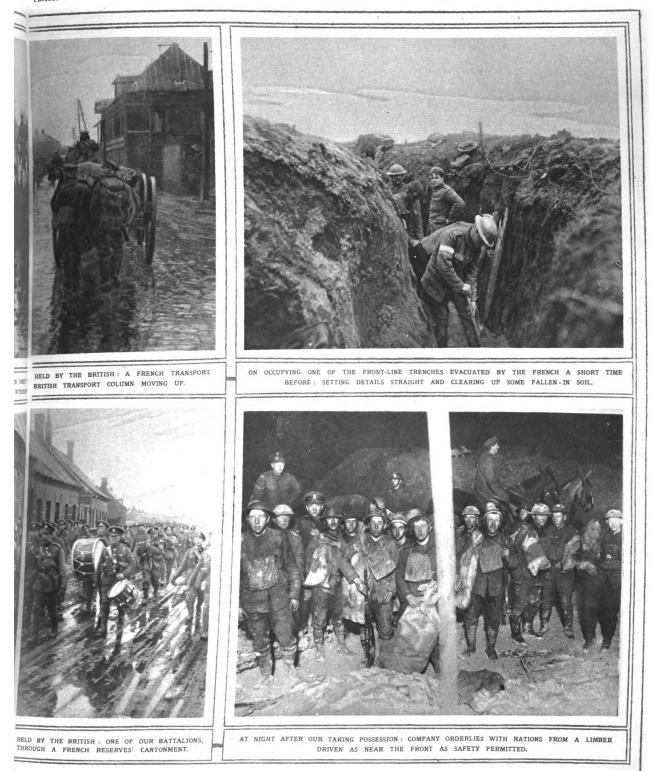


IN REAR OF THE FORMER FRENCH FROM WITH ITS DRUMS AND FIFES PLAYING,

In the last week of February it was unofficially made public, by letters from the War Correspondents' Headquarters at the Western Front, that an important sector of the Allied hitherto held by the French, had been taken over by the British—incidental testimony to our ever-growing numerical strength in that quarter. Said the correspondent of the "Mo Post": "The British front was recently extended for some miles south of St. Quentin—an interesting strip of line which our Southern Army took over from the French. It is the German salient of St. Quentin, and the valley of the Oise between St. Quentin and La Fère. The addition thus made is very considerable, and the effect is to release a

# IN THE TAKING OVER OF A FRENCH SECTOR NEAR ST. QUENTIN.

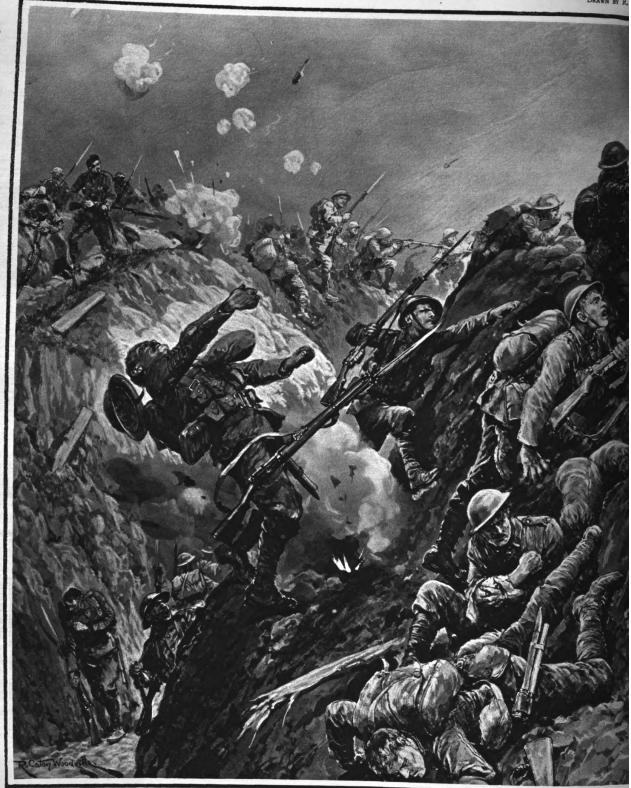
PHOTOGRAPHS.



French force for other purposes. We took over the new line some weeks ago, and the transfer was made so quietly that the Germans opposite did not know till long afterwards that the French had gone." Adds the "Times" special correspondent: "The process of 'taking over' from the French was accomplished without a hitch, and, as always, the arrangements made by the French were admirable, and everything was done by our Allies to facilitate our settling down in our new quarters." The new sector comprised ground over which there had been for some time comparatively little fighting, and the "clean" nature of the ground was much appreciated.

# ESSEX MEN RESOLVE TO FIGHT TO THE DEATH:

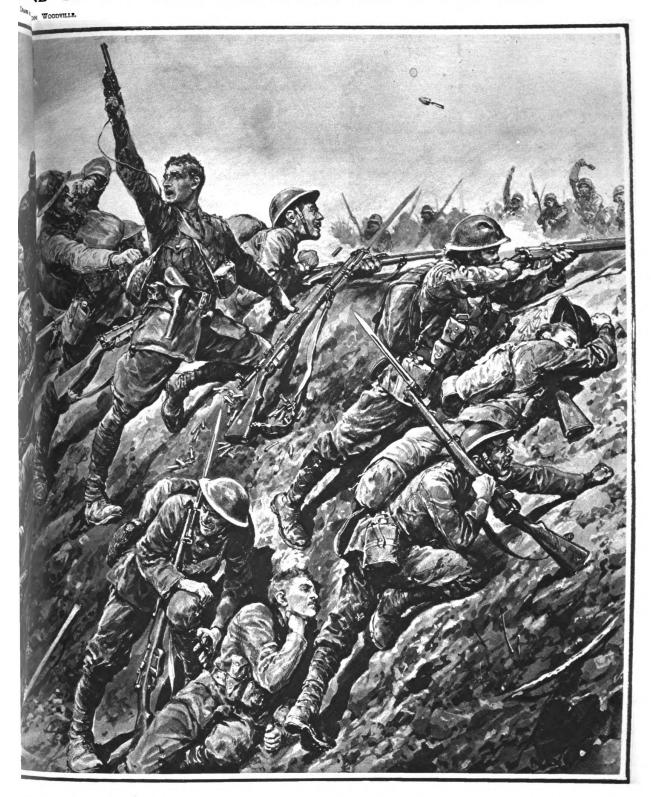
DRAWN BY P



# "THIS MOST GALLANT COMPANY HELD A COUNCIL OF WAR. . . . IT WAS DETERMIN

Glorious deeds of heroism were performed by British troops in defeating the great German counter-attacks near Cambrai. In an authoritative account of the fighting, recently published, we read: "Later in the evening another attack in force was made south-east of Moeuvres, and the enemy once more effected an entry, isolating a company of the 13th Essex Regiment, 2nd Division, which was holding a trench along the west side of the Canal du Nord. Repeated efforts made by the enemy to gain further ground failed through the determined efforts of the 13th Essex and the 2nd South Staffordshire Regiments. Their successful defence was undoubtedly greatly assisted by the heroic resistance of the isolated company of the 13th Essex. It would appear that at 4 p.m. this most gallant company, realising the improbability of being extricated, held a council of war, at

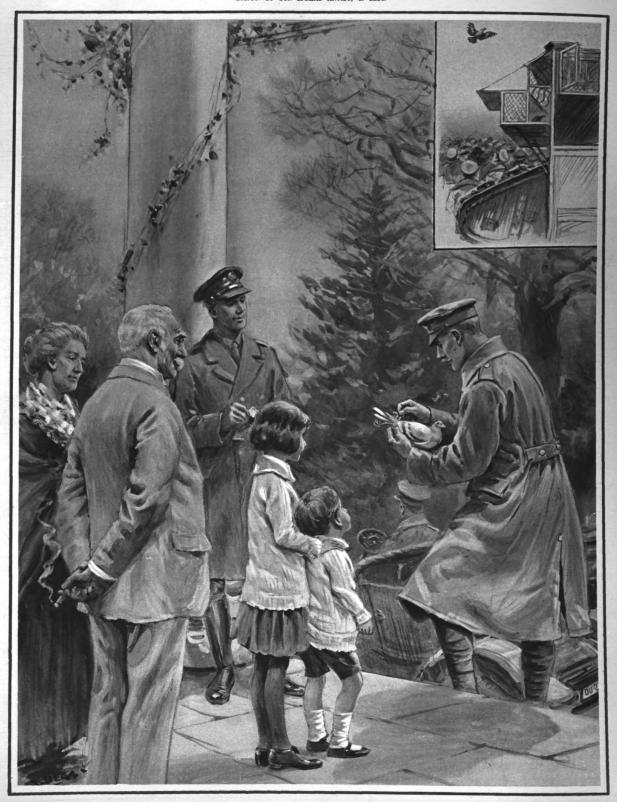
# THE OF THE MOST HEROIC EPISODES OF THE WAR.



TO HAVE NO SURRENDER": THE LAST STAND OF THE ESSEX MEN AT MŒUVRES.

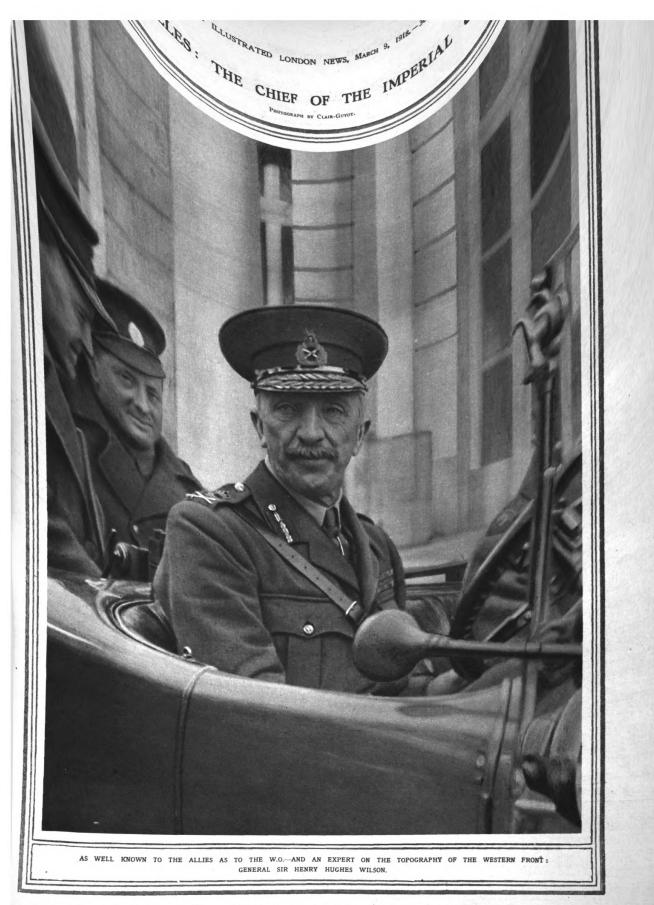
which the two surviving company officers, Lieut. J. D. Robinson and Sec. Lieut. E. L. Corps, Co.-Sergt.-Major A. H. Edwards, and Platoon-Sergts. C. Phillips, F. C. Parsons, N. Fairbrass, R. Lodge, and L. S. Legg, were present. It was unanimously determined to fight to the last, and have no surrender. Two runners were sent back to notify lattalion Headquarters of this decision. Throughout the night of November 30 many efforts were made to effect the relief of these brave men, but all attempts failed against to overwhelming strength of the enemy. The last that is known of this gallant company is that it was heard fighting it out . . . It is impossible to estimate the value of is magnificent fight to the death." This heroic company belonged to the West Ham Battalion.—[Drawing Copyrighted in the United States and Canada.]

# H.M.L.S. "EGBERT'S" PIGEON-POST: TANK WAR BONDS BY "HOMER."



THE MILITARY PIGEON-POST SERVICE CONNECTED WITH THE GREAT TANK BANK CAMPAIGN IN TRAFALGAR SQUARE: FIXING THE APPLICATION FOR BONDS TO THE BIRD AT A LONDONER'S FRONT DOOR.

An interesting feature of the great Tank Bank campaign in London, for raising fator, ooo, ooo in War Bonds and Certificates, was the military pigeon-post attached to the bit, and it was arranged that pigeons should be brought to the houses of residents in the it, and it was arranged that pigeons should be brought to the houses of residents in the Greater London area wishing to invest amounts beyond a certain minimum. There the application would be placed in a metal holder and fastened to the leg of the pigeon,



Mr. Lloyd George, in his speech in Parliament on February 19, stated, in the following words, the terms of the arrangement come to at the Versailles Council in connection with the duties Sir Henry Wilson performs: "The Chief of the Imperial General Staff is to hold office under the same conditions, and with the same powers, as every Chief of the Imperial General Staff up to the appointment of General Robertson, remaining the supreme military adviser of the British Government. He is to accompany Ministers to the meetings

of the Supreme War Council as their adviser, and is to have the right of visiting France for the purpose of consulting with any or all of the military representatives of the Supreme War Council." Sir Henry, who is a great expert on the topography of the Western Front, and a strategist of exceptional skill, is persona gratissima with the French, and at least as well known to the Allies as he is here. His unique and detailed knowledge of the Western Front he gained by cycling tours before the war—his way of spending his holidays.







## SCIENCE JOTTINGS.

RABBITS AND WHALES AND OUR FOOD SUPPLY.

WHILE it has become, unfortunately, the custom to brand the wild rabbit as " are now beginning to realise that, after all, it may prove an ally of no mean importance.

Though late in the day, this realisation is

not too late, if we act promptly, to help us out of a very ugly situation. Already, in this column, the possibilities of wildrabbit culture have been pointed out; but baving regard to the anxious time before us, I trust I shall be pardoned for returning to the theme, for the matter brooks

Our inability to realise the value of this animal is the more strange because a farseeing German, in the pre-war days, saw clearly where we are only just beginning to awake to the truth. He expressed a doubt whether we could ever be starved out, partly on the grounds that we could, at short notice, replenish our meat supply by breeding millions of wild rabbits. And yet we, who own these rabbits, in the very middle of the war make frantic appeals to the Government to exterminate them as "vermin." Verily we are a short-sighted and unimaginative race.

Apart from our "warrens," use might be made, as I have already suggested, of the numerous small islands around our coasts as breeding-grounds; and, further-more, much may be done by enclosing special areas of ground of no great value for agricultural purposes. This much is realised by the Guildford Town Council, who are reported to have a scheme n hand the cost of which is estimated at £60. From a stock of forty rabbits they expect to realise, at the end of the season, about four thousand rabbits. There are hundreds

of golf-courses throughout the country no useful purpose now which could be serving by the club for its own profit and the salvation of

the State. All that is necessary for success in this is the expenditure of a little energy and thought. Any damage to the course can easily be repaired when our time of crisis is past; the ab-sence of the rabbits may cost us our liberty.

But we need not be wholly de-pendent on the pendent on the wild rabbit. Immense numbers of tame rabbits could be raised this year, if only the task be seriously tackled. Elderly, well-to-do people with large gardens, anxious to do some war work, could render incalculable service in this matter.
And it is to be hoped that allotment-holders will also, for their own saker, enter the

lists. I know, from my own experience, that the care of a few hutches adds but little to one's labours in the garden. My small pota-toes, I find, boiled and mixed with a little meal, make sustaining winter food; and my small artichokes and other root-crops go the same way.

MONUMENTS PROTECTED AGAINST ENEMY AIRCRAFT BOMBS: RUDE'S "MARSEILLAISE" ON THE ARC DE TRIOMPHE DE L'ÉTOILE.

A little while are it was proposed that we should import whale - meat and penguins' eggs from the Antarctic. But such a proposition cannot

be seriously entertained, for many and obvious reasons. Penguins' eggs, if we need them, can be more easily obtained from the Cape, where be more easily obtained from the Cape, where, on Dassen Island, the Rock-hopper penguin (Spheniscus demersus) breeds in thousands, the eggs being gathered and sold in Cape Town. I doubt much whether whale meat kept for

weeks in cold storage would be palatable, though it might be successfully canned. But we have no ships to spare for risky voyages to the seas of the far South

Eaten fresh, whale meat is excellent. I have recently had an opportunity of satisfying myself on this point. The head and shoulders of a big White beaked Dolphin, stranded on the Suffolk coast, came to the British Museum of Natural History — where come all good whales stranded on our shores. It was so beautifully fresh that I determined to test its edibility. And I had no difficulty in persuading a number of my colleagues to join in the experiment. Steaks fried with an onion, or stewed, were delicious. It is a long while since any of us had had so satisfying a meal of meat. One thing in its disfavour is its dark colour, which, from its contrast with beef and mutton, begets prejudice. Some, to whom I offered steaks for experiment, flatly refused to consider the offer for this very reason. But all who made the venture returned for more.

It is much more to be hoped that all whales and porpoises stranded on our shores will be eaten locally, at any rate during our present shortage of meat. Unfortunately, the numbers which are thus available during the year are not large; but in the aggregate several tons might thus be put to good use without risk of

conflict with the Food Controller. At the present moment I am making experiments with the oil derived from the blubber, with a view to discovering whether it can be

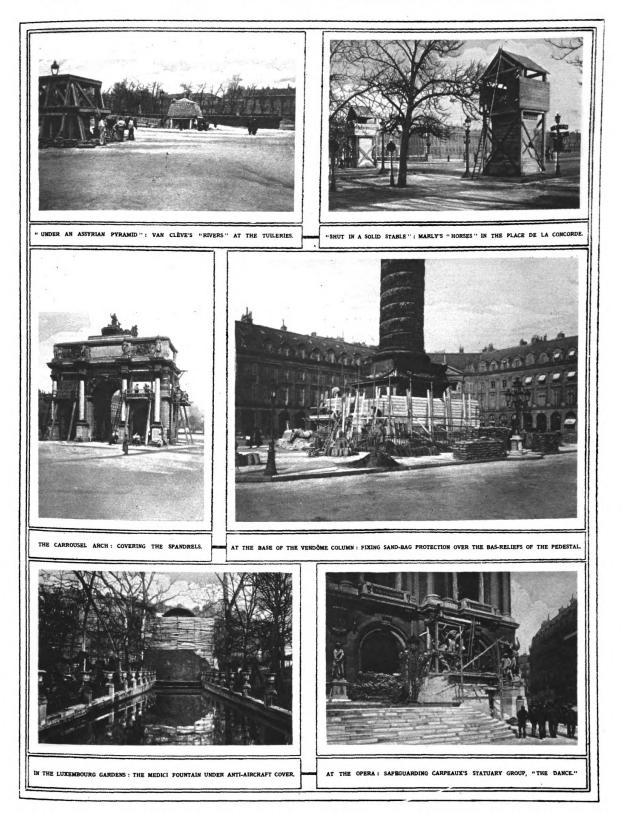
used for cooking xtracted by boiling, it is of a beautiful dark amber colour, but has a slight and rather unpleasant smell. If this can be destroyed, it would prove very valuable just now. The meat itself is entirely without fat, and extremely tender. One of my colleagues finds a suggestion of liver in the meat; but I doubt much whether anyone would be able to distinguish it from beefsteak if served as such in a restaurant; and this was the general opinion of those who, in the interests of science - and the desire to increase our food rations made this experi-



OF NOTRE-DAME SAND-BAGGED.

W. P. PYCRAFT.

# PARIS SAND-BAGGED: ANTI-BOMB PROTECTION OF MONUMENTS.

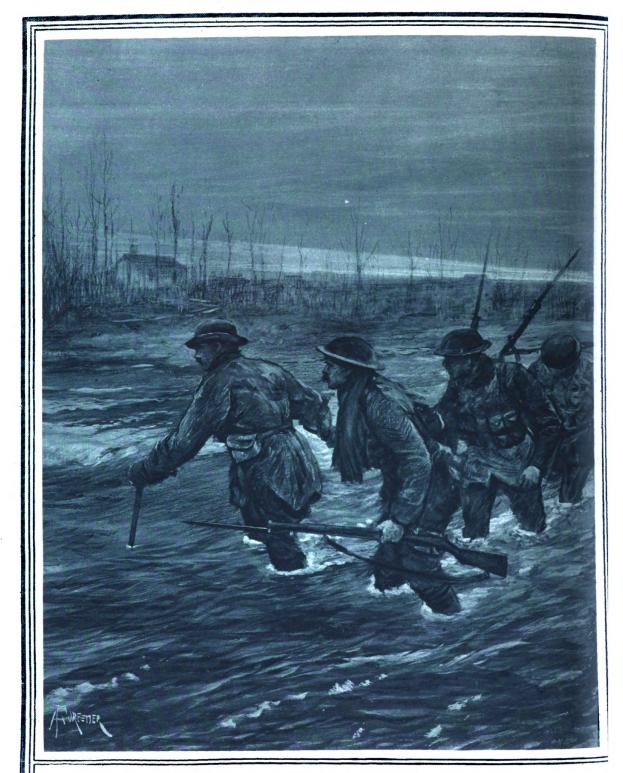


The authorities in Paris have taken the wise precaution to protect against possible further attacks by German aircraft the city's chief masterpieces of architecture and sculpture. As our Paris contemporary, "L'Illustration," puts it: "Protective walls are rising gradually around our most vulnerable works of art, consisting of girders inter-enclosed and sand-bags forming a solid shield, so that now our gods, nympholiants, and heroes will listen calmly to the thunder of bothos and guns. The woors of Notre-Dame screen the fragile statues that have turvived so many storms. Rude's 'Marseillaise' and the bag leilefs of the

Verificate column are no longer exposed to the enemy's aerial torpedoes. The spandrels of the Arc de Triomphe of Carrousel will continue, when peace comes, their instructive lessons in history. Marly's 'Horses,' jib and prance as they may, are strongly stabled in a double tower, and Van Clève's 'Rivers,' which spring in the Tuileries, have been choked beneath an Assyrian pyramid. Carpeaux's 'Bacchantes' and 'Faun' are learning propriety in war time, . . . and in the Luxembeurg the Medici Fountain has veiled the nymph's sweet face." Napoleon's tomb in the Invalides has similarly been protected.

# THE BRITISH IN ITALY: A NIGHT-EXPLOIT ON THE PIAVE.

DRAWN BY A. FORESTIER FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



WADING IN ICE-COLD WATER: A BRITISH RAIDING-PARTY CROSSING THE PLAVE BY NIGHT.

Referring to a recent "mention" by General Diaz, the Italian Generalissimo, in an official communiqué, of the British night-raids across the Piave, Mr. G. Ward Price, war correspondent on the Italian front, describes some difficulties our men have to deal with in the river raids, one of which is shown while being carried out. "The dozen or so channels into which the Piave splits vary in depth and strength of current. A place is found

passable one night, but not on the next. New crossings are always being frequently six or seven streams will be crossed with comparative ease, while the is found impassable. Fording a stream over boulders in the dark, through a which hardly ever runs at less than eight miles an hour and with the enemy further bank, is a sound test of self-reliance."—(Copyrighted in the United States and Cana

# HOW THE COST OF PRODUCTION IS MET BY THE BOVRIL CO.

PRESIDING at the General Meeting of Bovril, Ltd., Mr. George Lawson Johnston (Chairman), in moving the adoption of the report, referred to the general food position and how the price of Bovril has been kept down. "Your own experience," he said, "will have brought you into touch with increases of price in most directions, and you will have seen that the Board of Trade Returns show a long list of rises of 100 per cent. or more in the cost of foodstuffs since the commencement of the War. I cannot call to mind many articles the prices of which have not been raised during the War, and I believe Boyril is the only national standard food that is sold at the same price in February, 1918, as it was in July, 1914. That the price of Bovril has not been moved up with the cost of beef, although a pound of Bovril is the concentrated product of so many pounds of beef, is an outstanding fact that requires

## NEEDS LITTLE SHIPPING SPACE.

"In the first place, in the countries which supply the raw material for Bovril, beef has not risen in value as it has here. Again, the abnormal cost of ocean transport only to a minor extent affects a concentrated preparation like ours, making as it does such small demand upon shipping space.

"Apart from these general tendencies, you are aware that during the last dozen years we have endeavoured by the agency of subsidiary land and cattle companies to control and develop new sources for the supply of raw material. This policy has borne good fruit during the War. These precautions, taken in past years, have ensured us the plentiful supplies that are so essential at the moment, and our material has not increased in price to anything like the extent of the raw material of some other industries. Taking all this into consideration, and realising that Bovril enters so largely into the food of the nation, we felt that, with the increased sales and profits outside Bovril itself, we should be able to keep the Company's revenue at pre-war standard without adding to the hardships of the community. I am glad that our foresight has not only been to our benefit as shareholders, but to the benefit of every Bovril consumer. His Bovril has cost him no more, unless he has consumed more-which I am afraid

# "NO PROFITEERING."

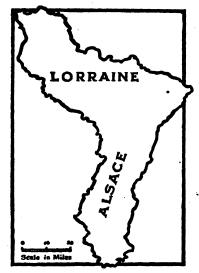
"I know we lay ourselves open to the reproach of the shareholder who may say that this is not a philanthropic institution, but a commercial undertaking which should try to secure the biggest possible immediate profits. There is no ground I would sooner be attacked upon than that of not having raised the price of a standard article of dietary during this time of food hardship, especially meat-food hardships, and I believe the vast majority of the shareholders will heartily endorse and approve this attitude. The cost of this policy, the deferred shareholder may say, concerns him only. Well, it is as the Company's largest deferred shareholder that I express that view. That our whole attitude in this matter will redound to the credit of Bovril I have little doubt, for what better goodwill can we have in years to come than for the public to remember

and say — 'Bovril had its opportunity, but did not profiteer'?

## BOVRIL CO. A "TRUE DEMOCRACY."

"I think we can consider this Company a miniature democratic institution. We are a cooperative body of over 11,000 shareholders, and we control provinces in the form of Estates in Australia and the Argentine of 9,500,000 acres, upon which there are over 250,000 head of cattle. We manage to produce our beef product at a cost which has enabled us to provide our millions of consumers with Bovril at prices unaltered during the War.

"I mentioned the area of the joint Boyril Australian and Argentine Estates just now at 9,500,000 acres. Have you any idea what that area means? It is larger than Belgium, and over 2½ times the size



THE ARRA OF THE BOVELL ARGENTINE ESTATES
(SHOWN BY THE RECTANGLE) IS MORE THAN 2 THAT
OF ALSACE AND LOREAINE.

of Alsace and Lorraine; or, if you would like a comparison nearer home, it is twice the size of Wales, or nearly the size of Wales and Ulster put together.

"You will have noticed in the papers many estimates of the cost of rearing or fattening cattle in this country, usually proving that with beef at 60s. a cwt. live weight the business was unprofitable. Even in more normal times the farmer requires at least £30 to £40 for a fat beast.

# CATTLE V. CEREALS.

"Now it may surprise you when I say the cost of rearing a 9 to 10 cwt. steer on the Bovril Australian Estates does not amount to 60s. altogether, and though the cost is considerably more in Eastern Australia and the Argentine, my point is that the rearer of stock in the northern part of this hemisphere, particularly in the thickly populated parts of Europe, has no chance, in competition with the stock raised in the open plains of the southern hemisphere—Australasia, South America, Africa. More especially will this be the case in normal times—say, after the war—when frozen beef will be sent thousands of miles to these shores at a transport cost so low that it can be covered by the utilisation of by-products at the

great freezing works of South America and Australia, by-products which cannot be so economically handled in the comparatively small butchering establishments of this country. In making a statement such as this I might add that I have no financial interest in freezing works; in fact, some of them are competitors for the cattle we want for Boyril.

"The cost of raising stock in Argentina and Australia is, roughly speaking, the interest on capital invested in the cattle and the land. The cattle are never under cover, and the number of men employed is so small that the payment to labour, spread over the head of cattle, has little effect on the final cost.

"As regards the United States, though they are good enough to export beef here at present, that country will later have to buy heavily in the southern hemisphere in order to feed her own growing population.

"I have taken up your time explaining the matter—little realised in Britain—in the hope that my remarks may reach the eyes of some farmers who do not realise that the paternal Ministry that is forcing them to plough up their grass land is not only doing so on account of the immediate war necessity, but because the getting of a larger portion of their farms under cereal production will be of the utmost permanent advantage to themselves and the State.

# A SCIENTIST'S OPINION.

"Nearly two years ago I quoted at the Argentine Estates Meeting scientific authority for saying that land growing wheat was producing fifteen times as much food energy as could be produced on the same area by way of grass and cattle to eventual beef. I then said—

'The point which I wish to bring out is that if there is to be protection for the farm products of this country with a view to encouraging a larger production of home-grown food, I can only imagine that that protection would be worked out with a view to the growing of cereals, leaving the raising of cattle, apart from the dairy industry, to the countries that have ample areas for that purpose. Now the watershed of the rivers that flow into the River Plate is the largest and fmest stretch of pasture land in the world. It includes not only a large part of the Argentine, but Southern Brazil, west of the coast mountains, and the Republics of Uruguay and Paraguay, whilst the cattle thereon must number over 60,000,000 head. These cattle are grown almost entirely for beef, and certainly not one cow in a dozen. probably not one in fifty, is ever domesticated for dairy purposes. This portion of South America is the great cattle reserve of the world. in the same way as Australasia is the great sheep

# IMMENSE MEAT WORKS.

"During the last two years Meat Works have been erected further and further north into this vast continent of pasturage; starting from the mouth of the River Plate, the original nursery of freezing works, they have now spread right up into Brazil and Paraguay. The principal duty of all these works at the present moment is to supply the Armies of the Allies with beef; but after the War their equipment will enable them to supply the northern hemisphere with beef on a scale altogether unknown in the past."

# LADIES' PAGE.

THIS is the time of year when, in the happy days before the war, we all began to think about new spring fashions, as naturally as the buds begin to open and the birds to sing. Now, we are thinking chiefly of sterner, sadder things. Nevertheless, we must be clothed, and when we really need new things it is worth while to have them as pretty and entitle as ressible. Many girls who solutes to sing. Now, we are thinking chiefly of sterner, sadder things. Nevertheless, we must be clothed, and when we really need new things it is worth while to have them as pretty and suitable as possible. Many girls who had but few and cheap clothes while they depended on a dress allowance from their fathers are now earning their own money at some form of war work, and it is quite natural that they should spend some of it on pretty and becoming dress. On the other hand, richer women feel that it is "bad form" to be extravagant or to adopt any out/of styles. Both these facts are reflected in the spring displays of designs. There is a general simplicity, straight and loose cut, restraint in trimming, no great alteration from last year's best styles, and everything shown is comparatively inexpensive. The prices are, however, affected by the scarcity of some materials. Woollen goods are doubled in price by the manufacturers because the raw material is scarce, and even at raised prices goods are not abundant. This fact has been officially recognised in France: the Government has actually requested the great Paris dress-designing houses to construct women's new dresses so as to use up as little material as possible. The spring models, therefore, have all moderately narrow skirts; but no "hobble "widths are seen—just a comfortable fulness. Rumour says that the width will presently become still less, and that the fashion of yesteryear of slitting up the sides of skirts will be revived. It is also certain that there will be a slightly increased length worn, for very short skirts require considerable fulness to move gracefully in, but still sensible shortness prevails. It is usually just well above the ankle that the skirt of the moment ends—not as it was erstwhile, near the middle of the calf.

moment ends-not as it was erstwhile, near the of the calf.

Two materials in a dress is an economical fashion, as small pieces and remnants can be used up, and any portion that may wear or get damaged can be replaced. Taffetas and silk weaves generally are really more abundant than wool fabrics, and will build very satisfactory spring dresses with an admixture of Georgette, crèpe-de-Chine or Ninon. Silk is also used combined with firmer fabrics to make useful gowns, such combinations being shown as silvergrey taffetas with blue voile; or navy-blue silk serge with striped blue-and-white taffetas. The more fragile or lighter material, for instance, may simulate a blouse in sleeves and side pieces under a pinafore of the darker or firmer stuff; or, again, a skirt fitted on a lining with a very wide waist-band, not much narrower than the hips them-selves, may be of the one, with the draped top of the corsage and the sleeves of the other material. The plain,

e, chemise frock and the coat frock are both still in loose, chemise frock and the coat frock are both still in full favour. The latter certainly are often made more claborately than last year, pleats being frequently intro-duced on the skirt portion, and hanging ends with very bright embroidery on them depending from the belt, and so on; yet still the outline is eminently simple.



SIMPLICITY AND CHARM. " Ready-to-Wear " crépe-and-silk at Messrs. Liberty's, Model 18."

One of Messrs. Liberty's new designs, "Model 19," in "Ready-To-

No house holds a more deservedly high reputation in artistic dress designing than the famous one of Liberty.

to the lines of up-to-date fashion. Messrs. Liberty are meeting the double requirement of the hour—loose, easy, graceful outlines with inexpensive prices—in a new series of "Ready-to-Wear" models now on show at their Regent Street premises. These frocks must suit everybody, as each design is available in three sizes, and in fourten colourings; the material is Liberty's Yoru crêpe, and patterns showing the fabric and colours will be sent on application. The tones are all characteristically refined, but vary from quiet greys and browns to summer-like pinks, pale blues, and greens. There are three designs, two of which are here illustrated; the third model is a bolero bodice with deep waistbelt and revers of silk. The two of which are here illustrated; the third model is a bolero bodice with deep waistbelt and revers of silk. The simple lines of all these designs are effectively relieved by the trimmings of Tyrian silk in exquisitely refined and harmonising shades. Now, most remarkable fact, any one of these frocks can be bought, ready to wear, for 378.6d.; so an artistic yet properly simple spring dress may be ours at a nominal cost. A great choice of more elaborate models can also be seen.

models can also be seen.

When we know that pure wool fabrics (needed in our climate for a large part of the year) are difficult to obtain, a cloth that is guaranteed to be genuine hand-woven wool and that at the same time is entirely produced in Sottish homesteads by wounded or disabled sailors and soldiers, must strongly appeal to us all. Messrs. Burberrys, the well-known Haymarket firm, have undertaken to dispose of the whole output of this material, so that it can only be obtained from that house or its authorised agents, under the distinctive name of "Blighty Tweeds." These cloths are woven on hand-looms from the finest Sotch sheep's wool, and are ideal for men's and women's overcoats, suits, and gowns. The colourings and designs are good, and the tweeds are lasting in wear as well as soft and fine. They are sold at the lowest possible economic price, and every member of the public who purchases them experiences the satisfaction of feeling that he is making some practical return for the self-devotion of our sailors. some practical return for the self-devotion of our sailors and soldiers. Every piece of "Blighty Tweed" is marked with the name of the wounded man who has woven it, who thus brought into sympathetic contact with the pur

Messrs. Robinson and Cleaver's high reputation as manufacturers of the finest linen and other white goods makes the announcement of their spring White Sale—lasting only to March 18—of great importance to housewives wishing to replenish the linen-chest, and to all women needing underwear, handkerchiefs, blouses, or dainty white spring frocks Linen is growing exceedingly scarce, owing to Government demands on flax, hence advantage should be taken of this opportunity to secure any goods required. All the articles in Messrs. Robinson and Cleaver's White Sale catalogue are offered at prices considerably below present value, and the catalogue can be had by post; but a personal visit to Linen Hall, 156-168, Regent Street, is a pleasure.

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# LITERATURE.

Central America.

A good many people not generally ill-informed would find it difficult to say off-hand which are the particular new volume. "Central America" (Fisher Unwin). It may be as well, therefore, to name them before glancing at a few of the general conclusions at which the author arrives after this very thorough and sympathetic survey. They are Guatemala, Nicaragua, Costa Rica, Honduras, Panama, and Salvador. In addition, there are geographically situated in the region the Crown Colony of British Honduras, with its area only twice that of Lake Nicaragua, and the Canal Zone, extending five miles on each side of the waterway, which is United States territory, within the Republic of Panama. The chief physical feature of Central America is its volcanoes. It is picturesque, rich, and fruitful, but the soil of the Isthmus is one of the most tortured in the world. Then, again, its lands run down from the mountains in the interior to its coasts on two occans, the long slopes to the Atlantic covered with dense forest, banana plantations, and coconut-groves, while on the Pacific lie the swamps of the coral-iringed Mosquito Coast, and otherwise the more abrupt fall in Honduras and Costa Rica. Proximity to North America and to the West Indies has had a strong influence on its political, commercial and core missing in the mercial and commercial and comm abrupt fall in Honduras and Costa Rica. Proximity to North America and to the West Indies has had a strong influence on its political, com-mercial, and economic history, and, generally, the geographical situation of the Isthmus has laid it open to an influx of foreigners. This and the comparatively small extent of its States have affected its development, directing it differently from the Latin Americas. Central America has a very

directing it differently from the Latin
Americas. Central America has a very
old trade in mahogany. From early in
the sixteenth century the sea adventurers and buccaneers repaired their ships with this timber.
But owing to difficulties attending the lumber industry, its
export has greatly fallen off. On the other hand, the rapid
rise of the banana trade is the industrial romance of the
country. Most of the product goes to the port of New
Orleans, the enterprise, Mr. Koebel tells us, having been
taken in hand in imperial fashion by the United Fruit
Company of Boston, U.S.A. German interests, again,

20/20/20/20

have largely controlled the coffee shipment from Central America. But German methods of peaceful penetration, now that their essentially militant character has been re-vealed, are not more welcome to Central Americans than to other peoples outside the Central Powers of Europe; and one effect of the war, and of the Washington motives

A WELL-KNOWN NEWSPAPER PROPRIETOR AND SPORTSMAN: THE LATE MR. ALAN LUPTON DRIVING A FOUR-IN-HAND.

Mr. Alan Lupton was Chairman of Messrs. H. R. Báines and Co., proprietors of the "Graphic," "Daily Graphic," and "Bystander," He was keenly devoted to outdoor pursuits, especially coaching and hunting, and this contributed to his recovery from injuries he sustained in a railway accident some years ago. During the war he had locked after remounts bought in the U.S.A. for the Government by his son, now zerving in Mesopotamia.—[Photograph by G.P.C.]

and ideals in entering it, will be, in the author's view, a great strengthening of the bond between the Isthmus and the United States which the Mexican policy of President Wilson had already drawn closer. As regards British interests in the future, Mr. Koebel's counsel to our merchants may be summed up thus: Rouse yourselves from your own lethargy, and instruct a race of commercial travellers who can speak Spanish.

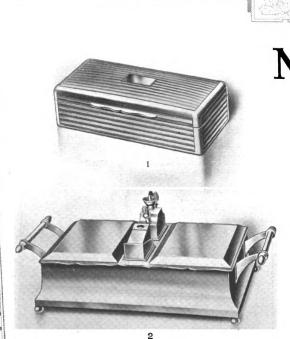
Read, Mark, and Learn.

"The Science of Power," by Benjamin Kidd (Methuen), is an arresting book—a trifle "stiff" to read, maybe, for those who can only digest what is called "light reading," but for every thinking person a vitally important and intensely interesting contribution to subjects of universal importance. For one thing, the author breaks his second lance with Darwinism—the first he broke in his highly successful encounter when he first entered the lists years ago with

brawnishi—the first he broke in his highly successful encounter when he first entered the lists years ago with his epoch-making "Social Evolution," now established as a classic work. Great part of the present book is intensely topical. It sets forth a masterly analysis of the psychological forces which led to the war, and which make the German of the present hour what he persistently proves himself to be—a mere and sheer brute in human guise. With a trained surgeon's scalpel, as it were, Mr. Kidd lays bare the malignant growth in the corpus vile of modern Germanism and present-day Teutonic Kultur. He shows, stage by stage, how the crude animal Darwinism of Germany has now become the calculated world policy of Kaiserism and a fixed habit of become the calculated world policy of Kaiserism and a fixed habit of thought among the German peoples. But the book contains much other treasure-trove. "Woman the Psychic Centre" and "The Mind of Woman." for instance, are chapters for every-body; while, in addition, every nature-lover will find many inspiring sources of thought in the section on "Social Heredity"—the heredity of species of wild animals in regard to "Social Heredity "—the heredity of species of wild animals in regard to fear. Mr. Kidd, from his own personal investigations and those of Dr. Mitchell, proves, beyond power of gainsaying by anyone, that the habit of fear and avoidance of man among beasts and birds is in reality not innate, but the outcome of education and training by the parent animals.

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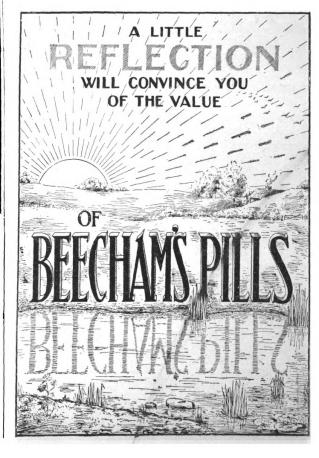
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## "THE STUCCO HOUSE."

"THE STUCCO HOUSE."

DEEP is the cleavage between the Scottish mind and the English, the Scottish standard of life and the English. That is, when you are dealing with the ambitious Scot, or the prosperous—or, as in Jamie Lawrie's case, the Scotsman with imagination. Jamie suffered from heats and fluxes of imagination. His was an unbridled spirit that rode, on occasion, to disaster. But Mr. Gilbert Cannan is careful not to blame genius erratic: although he is their creator, and should nicely and evenly balance the scales between them, he finds Catherine, the jealous and miserly wife—miserly of all things, from love to gold—by far the greater sinner against the powers of life. The house she chose had something to do with the Lawrie tragedy, because it had been the scene of a murder and had a morbid atmosphere. Which seems to us not to drive home, but to confuse, the psychological issues of "The Stucco House" (Tisher Unwin), a book that is before everything a psychological history. It is gloomy in the extreme—as gloomy as Thursby's Lancashire streets and utilitarian architecture; as gloomy as the horrible waste places that rampant industrialism has created in England's green and pleasant Midlands. Mr. Cannan's people are queer people, and even the practical, commonsensical ones progress with curious jerks and spasms when they pass by (on the other side) the Lawrie household in its agony. "The Stucco House" is less a novel of realism than a novel of dreams—and such dreams! Turgid visions of disordered humanity, the nightmare of a clever writer hag-ridden by a mental indigestion.

Mr. Cannan's world, in this instance. Turgid visions of disordered humanity, the nightmare of a clever writer hag-ridden by a mental indigestion. Mr. Cannan's world, in this instance, is too much with him. He should tak's deep breaths, and sleep, when he dreams fiction, with open windows to the stars.

is here revealed as a Realist, and his rendering: of war incidents, notably those of aerial warfare, bring home the tragic, terrible, and dramatic sides of this greatest of all wars with a force that is absolutely convincing. The artist's work and methods are ably dealt with in Introductions by Mr. Campbell Dodgson and Capt. C. E. Montague—appreciative estimates of his ideals. The set, when completed, will make "British Artists at the Front" of

### COMEDIAN AND PATRIOT: A TRIBUTE TO VALUABLE SERVICES

Of the many men in every field of patriotic effort, few have done more practical service than Mr. George Robey, whose name is synonymous with tame and "full houses." War charities have benefited largely on many occasions by Mr. Robey's efforts; and his many friends, and admirers of his talent and his patriotic energy, under the presidency of Mr. W. H. Dunn, Chairman of the Presentation Committee, have recognised his real by the gift of a beautiful Sheraton tea and coffee service, made in most artistic fashion by the Goldsmiths and Silversmiths Company, Ltd., of 112, Regent Street, W. The presentation was made on March 5. The whole of the surplus above the cost of the service is being given by Mr. Robey himself to war charities

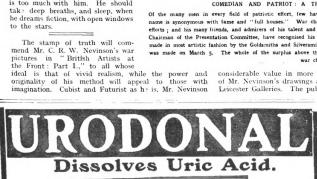
considerable value in more senses than one. A number of Mr. Nevinson's drawings are on view at present at the Leicester Galleries. The publication is issued at 5s.

# THE CHRONICLE OF THE CAR

The National Council of Motoring.

nected with the movement, I noted that the AA. had definitely abstained from the movement, I noted that the AA. had had been without reason assigned. Conceding the right of the Association to stand out of this or any other proposed pool of interests for any reason or none, I expressed the opinion that it was, nevertheless, clearly necessary for the A.A., in this instance, to give the reasons for its abstention from a novement witch has been widely the reasons for its abstention from a movement which has been widely advocated for years past, failing which explanation it must rest under the implication of following a dog-in-the-manger policy. The protest against the policy of silence seems to have produced its effect, for I have before me now a long communication from the secretary of the Association setting forth is for I have before me now a long communication from the scretary of the Association, setting forth in detail the circumstances leading up to the concrete proposal for the formation of the Council, and the reasons which prompted the A.A. to decline to associate itself with that movement. I must at once say that, on the face of it, the A.A. appears to have had ample justification for its attitude. According to the information conveyed by this communication, the A.A was invited, in October last, to form part of a suggested United Council of Motor Users, Producers, and Distributors. An official copy of the minutes of a meeting convende for the purpose of formulating the proposal accompanied the invitation. To this invitation the A.A. replied to the effect that its committee was in entire sympathy with the suggestion for united action by all the bodies concerned, but considered that such action could be best arrived at through conferences.

the bodies concerned, but considered that such action could be best arrived at through conferences to be held from time to time as occasion might arise. It was pointed out that the A.A. was formed for the benefit of motorists and therefore the committee felt that it could not pledge itself to support the policy of any trade body or bodies whose interests might conceivably class [Connect evening.]





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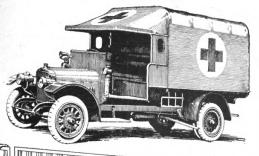


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with those of the private motorist; in the protection of those interests the committee preferred to remain entirely free. So far, there does not seem to be shown any grave reason why the A.A. should have taken th's view, and it is in explanation of the reasons why that attitude was taken up and maintained that the statement under discussion is illuminating. Proceeding, the A.A. says it "refuses absolutely to be fettered by enlistment in a combine whose constitution is based upon principles such as those disclosed in Paragraph III. of the resolutions unanimously adopted at the graph III. of the resolutions unanimously adopted at the first meeting." That para-graph, part of an official copy of minutes already referred to, reads as follows—

to, reads as follows—

III.—In respect of legislation, kindred matters, and technical questions in relation thereto, to use its influence to discourage any organisation represented upon the Council from acting in a manner calculated to impede the policy or to injure the interests of any other organisation so represented, and to encourage united action and mutual support between all these organisations. It will be well to give careful.

It will be well to give careful

It will be well to give careful attention to the wording of this resolution, particularly to that part which aims to "discourage any organisation represented on the Council from acting in a manner calculated to impede the policy or to injure the interests of any other organisation so represented."

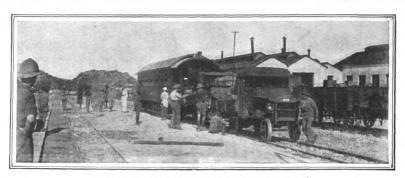
The Composition of the Council.

passed the clause. These were the R.A.C., the Roads Improvement Association, the A.C.U., the Scottish A.C.,

wise than conflicting. I do not assert cannot be reconciled—they probably can; could be thought of a body like the A.A., terests are those of the user as against the trade, which entered into an agreeme ing itself not those interests whappened to cont those of, say, to

happened to conitose of, say, to mercial Motor Use ciation? The answevident. Again. before us the case fifteen per cent. no the retail sale o which was enforce the members of or bodies represented—Trades Association. Trades Association.
that that was the
of the M.T.A., an
not criticising its;
the moment. But; the moment. But i that the enforcemen rate of profit, as the threepence per agreed by the A. years since, is againterests of the prix Now, had the A scribed to the for the resolution.

scribed to the form the resolution, it is a calculated to impede the policy or to injure terests. Of the Mr.A. if and when the latter process to levy a profit on petrol of fifty per cent.



Our photograph shows a Napier lorry, which has been converted into a railway tractor, working on the Central Railway in formerly, German East Afri Cycle and Motor-Cycle Manufacturers Union, Institution

of Automobile Engineers, C.M.U.A., Motor Trades Association, and the interests represented by the S.M.M.T. On the face of it, except in a very few cases, the interests of these bodies cannot be other-

Petrol Economy with the

# CLAUDEL HOBSON CARBURETTER PROVED!

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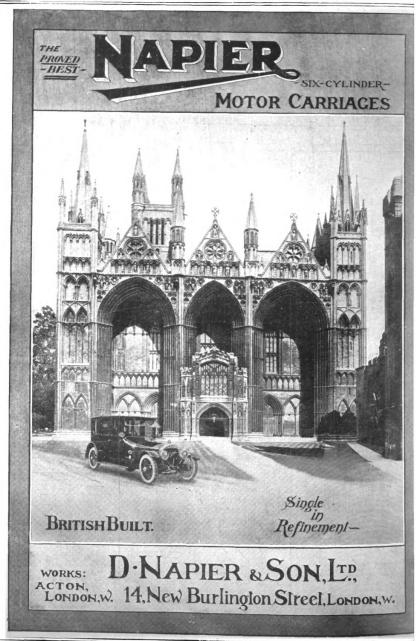
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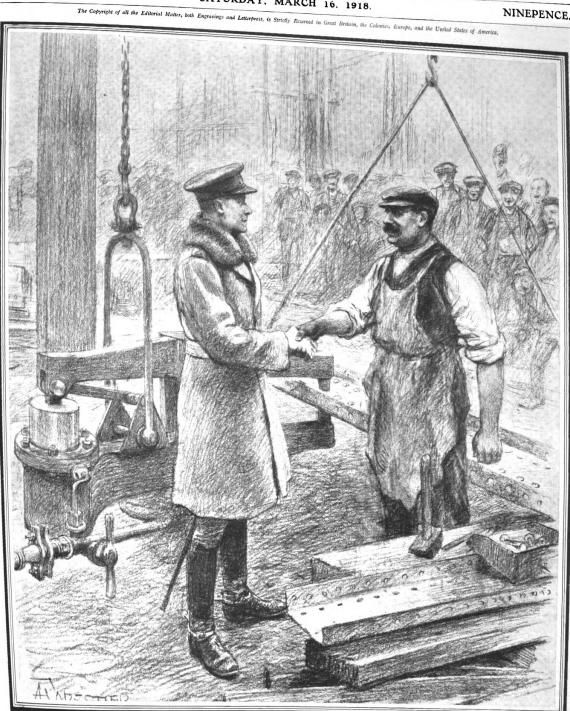


# THE ILLUSTRATED

No. 4117. - VOL. CLII.

# TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST SATURDAY, MARCH 16. 1918.

NINEPENCE.



"YOU'VE MADE A VERY GOOD JOB OF IT": THE PRINCE OF WALES CONGRATULATED BY A MEMBER OF "THE BLACK SQUAD" ON HIS WORK AS A RIVETER.

Our readers will remember that on the front page of our last issue (for March 9) we gave a photograph of the Prince of Wales operating a pneumatic riveter at one of the gave a photograph of the Prince of Wales operating a pneumatic riveter at one of the shippards visited during his Clydeside tour, of which we now give a number of drawings

driving rivets is by no means easy, and the Prince was congratulated (as shown), by the riveter who instructed him, on his persistence and success. "You've made a very good job of it," said the expert, and added that H.R.H. was qualified to earn the maximum wage. The riveters, who are highly paid men, are known as "the Black Squad."

# THE SITUATION IN MESOPOTAMIA.

# €

# By MAJOR W. WHITTALL.

A FTER a lapse of nearly four months without news of movement in Mesopotamia, recent War Office communiqués record the renewal of activity, albeit for the present on a restricted scale. All that the first communiqué in question vouchsafed in the way of information was that our troops on the Euphrates had occupied Khan Abu Rayat, and that our patrols had advanced to within ten miles of Hit. Later communiqués convey that Hit, known to the Arabs as "The Mouth of Hell," has been captured by General Marshall, the Turks retiring to Khan Baghdadi.

Apparently insignificant as this movement is, viewed by itself, it nevertheless has a measure of importance by reason of the indications it affords of greater movements possibly to come. Of course, it is utterly unsafe to prophesy the course that operations may take as soon as communications hive been brought up to the necessary standard and the weather becomes suitable for the resumption of the compaign against the Turks. Nor would it be right to speculate too closely, save that the Mesopotamion position is such that there are but two alternatives open to the British Commander-in-Chief, and these are as well known to the enemy as they are to ourselves. The one is to continue the advance up the Tigris, with the main Turkish base for the Mesopotamian operations at Mosul as the objective; the other to advance along the line of the Euphrates, with the object of striking ultimately at the enemy's principal base at Aleppo. There is, it is true, a third alternative which might be accepted, which is to sit tight along the line

now held and await eventualities. That, however, may be ruled out of the calculation, for reasons that are sufficiently obvious

are sufficiently obvious.

In November last, when Sir Stanley Maude made his dash on the Turkish advanced base at Tekrit, it became a matter of discussion whether it was his intention to have accepted the first of the two alternatives and to push on to Mosul, which is no more than 130 miles above Tekrit. There is not much doubt that, but for the failure of the Russians to cooperate in the campaign along the Persian border, this plan would have been followed. That failure, and the complete disappearance of the Russians from this theatre of war, has entirely altered the problems that have to be grappled with by the British Headquarters Staff in Mesopotamia. Mosul has become of secondary importance, in that it will no longer serve as a point of concentration of powerful Russo-British forces for the conduct of an offensive campaign against the Turks in Asia Minor. It interests us now mainly because it is on the direct line of the Baghdad Railway, being situated at the point where the line turns south to follow the Tigris to Beghdad.

It seems clear that the aim of an offensive cam-

It seems clear that the aim of an offensive campaign here must be collateral with that of General Allenby's in Palestine; and, further, that that aim must be to join hands at the earliest possible moment, in order to undertake a powerful thrust against Aleppo and the min Bighdad line at Muslimie, to the north of Aleppo. If such an operation were successful, Mosul would take care of itself, since the cutting of

the main line east of Muslimie would completely isolate it so far as direct railway communication with the west is concerned. True, the fact that Mosul is the enemy's main base for his work against our Tigris force would necessitate the taking of measures for safeguarding the flank of a force advancing on the line of the Euphrates, which would probably mean a simultaneous advance on the Tigris, though in much smaller force. That, however, is a subsidiary consideration at the moment.

It is abundantly clear from a study of the map that the shortest way for the Mesoporamian force to effect a junction with the troops at present operating in Palestine is by the line of the Euphrates. To pursue such an enterprise as that suggested would, it is true, be a matter of considerable difficulty. Indeed, in any other war but this it would in all probability be scouted as impracticable. But, when we remember what has already been done by our armies in Mesopotamia and Palestine in overcoming difficulties of transport and communications, it would be quite unsafe to leave out of the calculation any promising series of operations merely on the score of seeming difficulty of transport. And, providing these difficulties are no greater than those which have already been surmounted—and they are not—it certainly seems to be the case that the Euphrates alternative is preferable to the older plan of advancing up the Tigris, where we have no longer hope of Russian co-operation at the end, and which is by far the longest way round to a junction with the Palestine force.

# ONE OF OUR INDISPENSABLES: THE PADRE.



# By E. B. OSBORN.

HE is almost always a Temporary Chaplain (Fourth Class), and nobody seems to take him seriously—least of all himself. Whatever he is, whatever he does, he is invariably described as a person who only works on Sundays. That is one of the fine, old, crusted Arny jokes—as well established, indeed, as the familiar wheezes against his frequent stable-companion, the Doctor; such as the practice of insisting that the letters R.A.M.C. stund for "Rob All My Comrades" or "Rob Any Mother's Child." Such little jokes have been a part of military life ever since Roman soldiers nicknamed their Emperor Biberius Nero. Then, again, all the "buzzes" or rumours flying about in a battle-zone are popularly supposed to be evolved from the Padre's inner consciousness. They are called "Padre's rumours," and all his spare time, six days in the seven, is said to be spent in propagating them. Time was when the stock piece of news imputed to him and his kind in the trenches assumed the curious form: "King Ferdinand of Bulgaria has been assussinated and the Squire's daughter foully murdered." All the incredible items set forth in the chanty of "Divisional Rest"—

And when we came up for the third time,
We were told there was something new:
All the cooks in the Battalion
Could cook something else than stew.

And when we came up for the fourth time,
We said, "Strike us pink, gorblimey!"
We were told a Colonial soldier
Had saluted the G.O.C.—

all these terrific tarradiddles are said to be invented by the nearest Padre in the hopes of "instilling himself" (a lance-jack's mot juste) into the confidences of the men. Then the fact that the Chaplain is always called the "Chaplin" by his cinema-frequenting flock is a sly hit at his undrilled style of sauntering around.

In spite of these jests, and perhaps because of them, the Padre is liked and respected by everybody. He has played the man from first to last, and won many honours without going out of his vocation to seek them. So that on one occasion, when he said good-bye to a few of his men lined up on a railway platform in Flanders, it was natural they should start the familiar one -verse song sung to the tune of "Yankee Doodle—"

I like a man as is a man,
A bloke as isn't funky;
I like a man who's like a man,
An' not a bloomin' monkey.

Only it was not "bloomin'" in their rendering: some access of inward emotion brought in the purple epithet about which Mr. Bernard Shaw once wrote a play. Many a Padre, who is now a heap of dust in the dust of a far land, will never be forgotten by the men he served so faithfully. Maurice Peel, for example, who was "Maurice" to the whole of an army, both men and officers, will live on in remembrance as one of the soldier saints of a new age of chivalry. And it is not necessary for a Chaplain to "go over the top" with his men, as Maurice Peel did, to convince soldiers that he is a man as well as a

clergyman. Some Padres think that more of the work of consolation can be done if they stay behind at some place where wounded and dying men are received—where there should be somebody whose whole time can be devoted to opening the gates of glory with "comfortable words," to receiving last messages, to taking down the testamentum militare, or soldier's brief and unwitnessed settlement of his earthly softner's brief and unwitnessed settlement of his earthly affairs. It is only, perhaps, during and after action that the Padre feels himself really and truly part of the order of things in a battle-zone. At other times he is apt to be vexed by a suspicion that he is not quite in touch with the grim realities of Army life. His services are often neglected, and even at Church Parade the men seem at times dolefully disinterested. A certain C.O. noticing how slack the singing was at a drum-head service, blamed the Padre for not talking sherply to the men. "You should make 'em do their duty," he said; "and say to 'em, sharply, 'Now, men, wake up and sing like the Devil—sing like the Devil, do you hear?'" The advice was not taken; if it had been the men's sense of humour would have been surely touched, and the hymns would have gone like routesongs at the beginning of a march back to billets on a fine gay morning. As for his efforts to mitigate the "organised boredom" of modern warfare by getting up games and other diversions, the Padre neither gets nor expects gratitude. But in those side-issues, as in more momentous matters, he has done so well as to be accepted everywhere on our several fronts as one of the indispensables who could never be dispensed with.

# NEW AND DAINTY WAR-TIME LUXURY DISHES.

Now that all foods which come under the heading of "luxuries" must of necessity be materially diminished; in order that tonnage may be saved, and labour and land utilised to the utmost for the production of such as is of vital importance, those who desire to vary the daily bill of fare with a few little "extras" must largely rely on their own rescurce-fulness and love of experiment. But such ventures must be confined to items obtainable within our own borders. Incidentally, in thus breaking new ground in the attempt to discover new foods, real service will be rendered to the community at large, which is ever fearful of experiments—especially with food. Many, however, who would be averse to pioneer ventures will, probably, willingly follow where others have led,

if only they knew where to begin.

Let us start, then, with what in the cookery-books comes under the broad heading of "Shell-fish." Dwellers inland should make trial of the fresh-water mussel and the crayfish. Both are eaten in France, where the art of cooking is really understood. The crayfish might be put to better use than as a mere "garnish." Those who live by the sea have a much wider choice, though of all our numerous species of maine shell-fish but six are commonly eaten. We might add to these, at least, the limpet, the cuttle-fish, and the octopus. The first were eaten by our forbears of the Stone Age in enormous numbers, as their "kitchen-middens" bear witness; while both the octopus and the cuttle-fish are eaten with relish in France, Italy, and Spain.

Our supplies of crabe and lobsters must of necessity be limited now; but we might well make trial of the shore-crab, which can be gathered at low tide by all who will. Fifty years ago great numbers were sold in the London markets. On the shores of the Mediterranean and the Adriatic this species is regarded as a delicacy, particularly in the soft-shelled state, after moulting. Shrimps are supposed to be obtainable only from the sea; but, as a matter of fact, large numbers may be taken from the larger brackish-water ditches bordering marshes along the coast. All these are not merely "edible"; they are capable of being made into delicious meats; and it is a pity that so much potential food should be eyed askance merely out of prejudice. Experiment should also be made of the roes of sea-urchins, for these are highly prized in Italy.

of sea-urchins, for these are highly prized in Italy.

Only unreasoning prejudice, again, can account for the fact that, while sea-snails like whelks and periwinkles are eaten with real enjoyment, our land-snails are left severely alone by most of us, though they are eaten with relish in the North of England. Our largest species, the "edible snail" (Helix pomatia), was regarded by the Romans during their occupation of Great Britain as a great luxury, and was sedulously "farmed." On the Continent it is still held in high regard, as it deserves to be. Our common gorden snail is eaten as a relish by working people in the neighbourhood of Pontefract and Knottingley. The beautifui yellow-banded snail, common in our hedges, was eagerly eaten by the Romans, and before them by the men of the Stone Age, in these islands. Most of us

# By W. P. PYCRAFT.

have probably eaten snails unconsciously, for it is said they are much employed in the manufacture of cream I am told of a milkman, now retired, who declared them to furnish the most successful imitation known.

them to furnish the most successful imitation known. Our Allies the French are people of great discernment. Therefore they eat the legs of frogs. The species generally used is the large "edible" frog, which is to be found fairly commonly in Cambridgeshire and Norfolk, while it has of late years been introduced into West Surrey and Hampshire. Yet nowhere in this country do they seem to be eaten. We might well make the experiment now, for they furnish most delicate and nutritious rood. And the

same may be said for the common frog.

While the hare and the rabbit are universally esteemed among us, the nearly related squirrel is never, I think, eaten by us. It should prove quite as good a dish. The water-vole should prove equally toothsome, but it need go in no fear of its life, since, owing to its close likeness to the rat, few people would have the courage to make trial of its flesh. The bedgehog, again, would furnish dainty meat, yet none but gypsies will eat it.

Finally, trial at least should be made of the flesh of the otter and the seal. Those who hunt otters so assiduously should show the way. I venture to think its flesh would be found exceedingly good. The late Captain Scott, in his memorable book, the "Voyage of the Discovery," tells us that seal flesh has a distinctive flavour in a similar degree to beef and mutton, but it cannot be called fishy.

# THE DEAD IRISH LEADER: AT THE FUNERAL OF MR. JOHN REDMOND.

Photographs by Vandyk, Baldwin, Illustrations Bureau, and Farringdon Photo. Co.



The remains of the late Leader of the Irish Parliamentary Party, Mr. John Redmond, who died in London on March 6, after an operation, rested on the following night in Westminster Cathedral, where next morning a Requiem Mass was celebrated. Thence the body was conveyed to Ireland and laid to rest in the ancient graveyard at Wexford, where many of the late Irish leader's ancestors lie buried. An immense gathering followed the funeral procession, the coffin being covered with the same green flag that, twenty-seven years before, had formed the pall of Parnell's coffin. Mrs. Redmond; her son, Capt. Redmond, of the

Irish Guards; her daughter, Mrs. Wi.liam Redmond; and several Nationalist M.P.'s accompanied the remains. At Wexford, the band and a detachment of the Royal Irish Regiment headed the procession of 30,000 people, all wearing black-and-white tokens. Among those following were Mr. Duke, Chief Secretary for Ireland, wh was with Capt. Redmond immediately behind the coffin; delegates of the Irish Convention; Sir Bryan Mahon, Commander-in-Chief in Ireland; and Mr. John Dillon. The first part of the funeral service took place in the Church of the Immaculate Conception, Wexford.

# BIRDS IN PLACE OF WIRELESS: THE SEAPLANE PIGEON-SERVICE.

OFFICIAL PHOTOGRAPHS.



The forlorn-hope messenger that the heroic Skipper T. Crisp, R.N.R., of the aptly named smack "Nelson," had sent off as his vessel was sinking in fight with a U-boat, is shown in the first illustration. Crisp was mortally wounded and dying, and the hastily scribbled message sent by the pigeon ran: "'Nelson' being attacked by submarine — Skipper killed—send assistance at once." The King awarded Crisp, posthumously, the V.C. The pigeon shown in the second illustration saved the lives of four airmen who V.C. Come down in a stormy sea. The bird battled against the furious gale and got home, but

died immediately from exhaustion. In the inset is seen the aluminium container in which a message is carried. It is the length of a fountain-pen top, but only half the diameter, and is clipped to the bird's leg. Every seaplane carries two birds, to send duplicate emergency messages; and many lives have been saved by them. They replace wireless in small vessels, and in some seaplanes. As seen in the fifth and sixth illustrations, each returned pigeon alights at the loft on a platform with an attachment that rings a bell, through the pressure of the bird, to bring an attendant for the message.

#### SOLDIER AND HERO: THE MEMORIAL SERVICE FOR GENERAL MAUDE.

OFFICIAL PROLOGRAPHS



<sup>&</sup>quot;On Sunday morning (November 25, 1917)," describes Mr. E. Candler, war correspondent in Mesopotamia, "a memorial service for General Maude was held in the Citadel, Baghdad. He lies buried in the very centre of the British cemetery to the north of the city, and near the old Turkish cavalry barracks. A wooden cross marks his grave, and a heap of wreaths, chrysanthemums and marigolds, were strewn over the grassless mould of the desert. . . . The nearest graves to his own are of privates of the division which he used

to command." General Maude died of cholera, the victim of his own good-hearted courtesy. While visiting a plague-stricken area at the invitation of its inhabitants he accepted the nospitality they offered him rather than hurt their feelings by refusing, although well aware of the risk he ran. He had forbidden his Staff to touch food or drink there. "There was cholera in the cup," said Mr. Lloyd George, who first revealed the facts in Parliament, "and he died in a few days."

#### BY G. K. CHESTERTON.

I HAVE lately learned, with a sorrow not unmingled with entertainment, that I am a victim and exponent of a very horrible thing called Hate; and that I am, in consequence, only "the most magnificent of all back numbers." I think it right, at least in pissing, to acknowledge the remark in this place—first, because it is apparently an answer to a criticism which I wrote here; second, because it is

CHARTERHOUSE BOYS ON SALVAGE WORK DURING THE FIRE: BRINGING OUT BEDDING FROM THEIR CUBICLES.

Fire broke out at Charterhouse School, Godalming, about 8 a.m. on March 8, and did damage to two boarding houses. Verites and Townboys. Most of the roof of the main frontage fell in, and the two upper floors, containing 65 cubicles, were gutted. The boys, who had left for morning chapted when the fire began, helped caagety in salvage work. There was happily no loss of life, 07 personal injury.—| Photograph by Farringdon Photo. Co.]

made in a very friendly fashion by "The Wayfarer" in the Nation, the ablest living representative of a certain attitude towards peace and war—the attitude which sees the time as now ripe for a partial reconciliation with the enemy; and thirdly, because I think that attitude means moral and intellectual suicide not only for me, but for him.

Now it is quite true, in a special sense, that I am a Back Number. I am a Back Number of the Nation. Nearly all that I say could be found in the back files of the Nation, for a considerable time after the first shock of the invasion of Belgium. I believe that remarks containing the same precise proportion of Hate could be found there over my own signature. I believe they could be found there, also with the same proportion of Hate, over Mr. Massingham's signature. I believe they might have appeared over almost any living Englishman's signature when the Prussian-onslaught on civilisation was fresh, and it was felt as what it really was. If this was Hate, every my of us hated; if Hate is wrong, every living soul among us was wrong. I am only too well aware that Mr. Massingham and many other men have in this respect changed. But before I am myself bowed to the earth with shame for having remained of the same opinion for some months on end, I should like to inquire why they have changed. That is the only serious moral question, and it is a very terrible question. For there are only two real reasons possible—either it is because what we hated has grown less hateful, or it is because what we hated has grown less hateful, or it is because we have grown less able to hate what is hateful. Is it the former, and does anybody reasonably maintain that it is? Is it because of some great spiritual transformation we have been privileged to watch, and purified by contemplating? Is it because of the tenderness and courtesy with which the Germans are now treating small nations? Is it because of the ingh and historic loyalty with which they are now observing the old conventions of Christendom? Is it merely that they are now bombing the marbles of Venice with more delicate and artistic discrimination than they showed in shelling the stones of Rheims? Is it only that they

sank their last hospital-ship more gently than their first merchant vessel or line? Have they treated Russia in the end any better than they treated Serbia in the beginning, and was not their last proceeding at Lile of a piece with their first proceeding at Liege? Is it that the Germans have grown magnanimous and idealistic, or even perceptibly more magnanimous and idealistic? Or is it that we have grown dull, that

we have grown cynical, that we care less about a crime when it has become a habit, that we care less about a m irder when it is big enough to be a massacre? Is it that we have grown more gross in our sense of honour more careless in our response to compassion, more base in our conception of the soldier, more cold about the rights of the citizenin a word, that we have grown more German? Anyhow, that is the real riddle of the change-have our enemies grown better. or have we grown worse

Now I shall try to say something about "The Wayfarer's" suggestion of Hate, and the high and low and very opposite things that are grouped under that name. But let me say, first, that if this conjecture about the mere effect of time and custom be true, I think gher. If hate has been

even the lower form is higher. If hate has been overcome by habit, I think that habit more horrible than any hate in the world. I think the craftiest vendetta of a Corsican

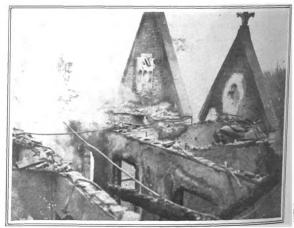
conspirator something infinitely more worthy of the dignity and memory of a man. Nevertheless, The Wayfarer" may be surprised to hear that I am not a Corsican con-spirator. I do not admit that my sentiment is a personal and poisonous hate—indeed, I do not admit that it is hate at all, in the connotation he presumably intends. What is really to be condemned as hate might be more clearly condemned as spite. And I would submit modestly, but very seriously, that the philosophy which classes all hate as spite is ex-actly like the philosophy that classes all love as lust. It is deliberately narrowing observation to the more sordid an I self-ish form of a thing; and, by never seeing it in its

by never seeing it in its real purpose. Now the purpose of the higher hatred, or whatever you choose to call it, is to ensure a violent reaction as a result of what is wrong that shall drastically distinguish it from the results of what is right. What we want, and what we are quite right to want, is something that shall convince the enemy of right that he has, to put it at the mildest, made a horrible mistake. Anybody who likes may call it revenge; but the right name of it is expiation. To sum up all that need be said here in analysis of the abstract matter, I need

only use the words which the distinguished critic of the Nation himself employs. He says that I do not want the typical Prussian to "become liberal molerate, and sensible," but that I only want him to be "down in the dust."

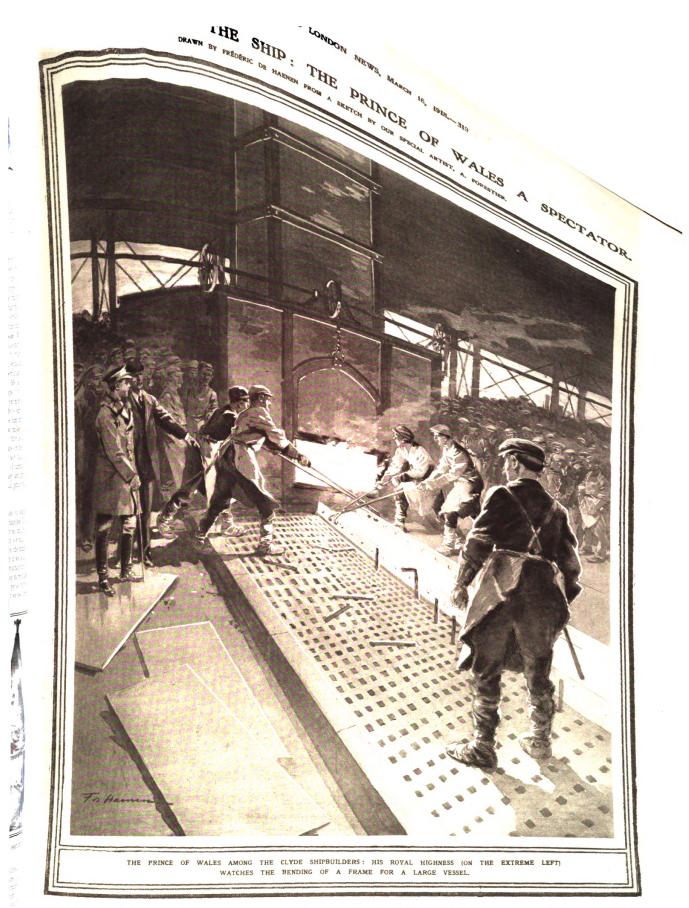
Now the answer is, simply and shortly, this—that, if the typical Prussian did become liberal, moderate, and sensible, he would be down in the dust. He would feel he was there if he really appreciated what he had done. But that is not what the friends of reconciliation mean. They mean that the Prussin shall become liberal, moderate, and sensible, without it even beginning to dawn upon him that he has been illiberal, immoderate, and insane. He is now to make peace, and feel only a shade more innocent than when he made war. He is to maintein that he was virtuous when he sank hospital-ships; but is now so superlatively and superfluously virtuous as to leave off sinking them. He is to repeat that it was good to tear up scraps of paper; and merely add that it is better, and yet more worthy of his beautiful character, to be ready to sign new ones. He is to insist that justice made him butcher poor fishermen; but that mercy now makes him sparthem. It means, that is to say, that he is to wear the white flower of a blameless life on the top of his tiara of bloody laurels; that he is to add a spire of self-righteousness to his tower of unrighteousness; that he is to complete his military and imperial and territorial pride with that spiritual pride which is the list insult to God.

As to the practical question of whether such vindication, if justifiable, is attainable, I can only meet the Nation's assertion that no nation can now attain such a thing with a flat contradiction. We cannot attain it if we behave in the manner of the Bolsheviks; we cannot attain it if we behave in the manner of the Nation. We cannot attain it if we throw away our arms, that Prussia may more pitilessly use her own; or if we only make peace that she may more furiously make war. But, if we use our resources



THE FIRE AT CHARTERHOUSE SCHOOL: STILL SMOULDERING WHERE PART OF THE ROOF
FELL IN.—[Pzetograph by Illustrations Bureau]

to the last, we have as strong a chance of military victory as is possible in military affairs. And military victory could impose justice on Germany exactly as Germany imposed injustice on Belgium. It could be imposed exactly as disarm ment was imposed on the Highland clans, or negro emancipation on the Southern States, or abdication on Napoleon. And I apologise to the loyal Gaels and the gallant Southern gentry and the great hero of the French Revolution for comparing them to the cold and unclean cruelty which, it is suggested, should survive them all.

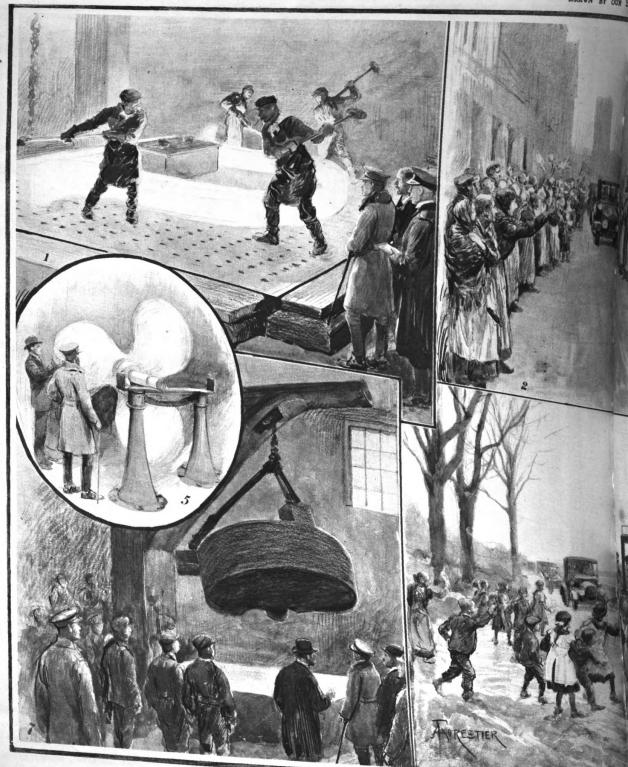


The sketch for this drawing was made by our Special Artist, who accompanied the Prince of Wales on his recent tour through the Clyde shipbuilding district, at a shippard devoted to constructing standard and other cargo vessels, meat-carriers, and oil-tanks. The process illustrated is that of bending a metal farme of a large ship. The glowing, red-hot frame, laid along a floor of perforated steel, is being guided into position by men wielding pincer-

like implements long enough to keep them not too close to the intense heat. The Prince is seen standing on the left, with the manager of the yard, who is explaining to his Royal Highness the nature of the operation. The Prince was greatly interested in this and all the other details of modern shipbulding which he saw at this and many other establishments during his tour.—[Drawing Copyrighted in the United States and Canada.]

# THE PRINCE OF WALES AMONG THE SHIPBUILDE

DRAWN BY OUR

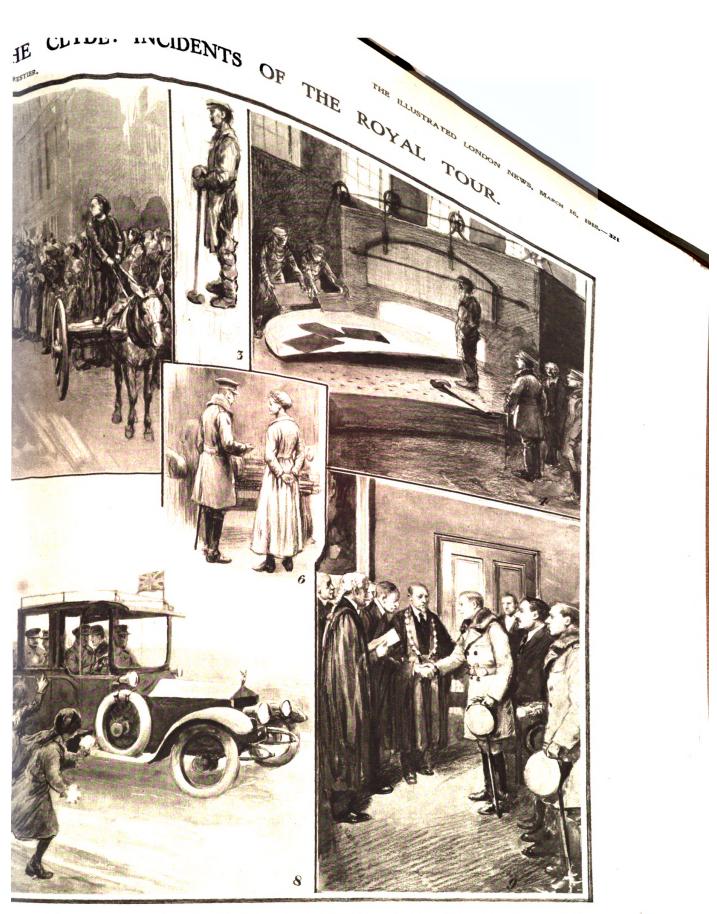


- I. AT AN ENGINE AND BOILER-MAKING WORKS: THE PRINCE WATCHING MEN HAND-FLANGING A RED-HOT BOILER-END ON A PERFORATED STEEL FLOOR.
- 2. ON THE WAY FROM GREENOCK: CHEERING THE PRINCE'S CAR.
- 3. A TYPE OF MANY TO WHOM THE PRINCE TALKED: A CLYDE WORKMAN.
- 4. INTERESTED IN THE MAKING OF ENGINES AND BOILERS: THE PRINCE SEES A BOLE END BROUGHT OUT OF A FURNACE.

  5. MADE TO REVOLVE FOR THE PRINCE'S INSPECTION: A BRASS PROPELLER FOR A N VESSEL IN A CLYDE SHIPYARD.

The Prince of Wales made a brilliant success of his three days' tour, on March 4, 5, and 6, among the shipbuilding districts of the Clyde around Glasgow. He received everywheartiest of welcomes, both from the employees (men and women) at the numerous works and shippards which he visited, and also from the people in the streets as he has car from place to place. He took a close interest in all the wonderful mechanical operations which he saw in progress, and often stopped to have a few words with or the girl-workers about the details of their particular task. His pleasant and unassuming manner won him great popularity wherever he went. On the last day of his tour or the girl-workers about the details of their particular task. His pleasant and unassuming manner won him great popularity wherever he went. On the last day of his tour the girl-workers about the details of their particular task. His pleasant and unassuming manner won him great popularity wherever he went. On the last day of his tour the girl-workers about the details of their particular task. The pleasant and unassuming manner won him great popularity wherever he went. On the last day of his tour the girl-workers about the details of their particular task.

The pleasant and unassuming manner won him great popularity wherever he went. On the last day of his tour the girl-workers about the details of their particular task.



OF WALES AND A GIRL EMPLOYEE IN A CLYDESIDE WORKS: A CHAT

S AND MARINE BOILERS ARE MADE: THE PRINCE WATCHING A HEAVY RATION.

- 8. THE CHILDREN'S WELCOME: LITTLE GIRLS THROWING SNOWDROPS INTO THE PRINCE'S CAR, AS HE DROVE FROM ONE PLACE TO ANOTHER.
- AT A TOWN FROM WHICH THE PRINCE TAKES ONE OF HIS TITLES: THE CIVIC RECEP-TION AT RENFREW-PRESENTATIONS AFTER THE ADDRESS.

rew is greatly enhanced by the kind words of your address and by the cordiality of my reception. It is especially gratifying to me that during a short period of leave the ancient and Royal burgh of Renfrew, from which I take one of my oldest titles, and one which I am proud to bear." Finally, on leaving Glasgow for London, to the Lord Provost: "I should be glad if you would convey my thanks to the people, and tell them how much I appreciate the welcome they have given id efforts they are making. I have been deeply impressed by the scenes I have witnessed. The memory of my first tour of Clydeside will always be a pleasant one.

#### SURGICAL WORK AT A CLYDE SHIPYARD: THE PRINCE'S INSPECTION.

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Dries a thou in the building of me

DRAWN BY S. BEGG FROM A SKETCH BY OUR SPECIAL ARTIST, A. FORESTIER.

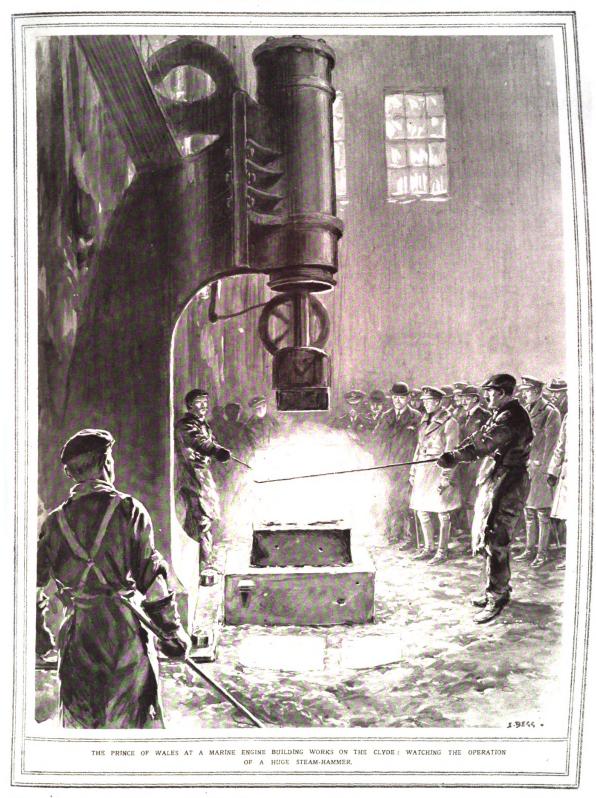


At one of the many shipbuilding yards and engineering works which he visited during his industrial tour on the Clyde—the yard of Messrs. Yarrow—the Prince of Wales was much interested in a department not usually to be found at such establishments. It was one devoted to the making of artificial limbs, for the benefit of maimed men at the Princess Louise Scottish Hospital for Limbless Sailors and Soldiers. As the demand for such articles exceeded the supply, Messrs. Yarrow, in order to help in the emergency, undertook their

manufacture at cost price and without profit, and they have been assisted in this patriotic work by other firms on the Clyde. In our illustration the Prince is seen examining an artificial leg on view in a case. The science of making artificial limbs has now reached such perfection that they restore in great measure the physical powers which their wearers had lost, or perhaps it would be more correct to say that they replace the physical powers by mechanical means.—[Drowung Copyrighted in the United States and Conadu.]

#### ROYAL INTEREST IN MARINE ENGINEERING: THE PRINCE ON THE CLYDE.

DRAWN BY S. BEGG FROM A SKETCH BY OUR SPECIAL ARTIST, A. FORESTIER.



During his tour of inspection among the shipyards of the Clyde, the Prince of Wales obtained a thorough insight into the making of all kinds of marine engines and their accessories. In the establishment at which he is shown in the above drawing, he saw the process of building engines for new standard ships, and spent a considerable time in watching the work in progress. He was especially interested in the impressive sight of a glowing block of metal being wrought into shape beneath the pressure of an enormous steam-hammer.

In our illustration he is seen in the background between the steam-hammer and the operator on the right, who is holding the block of metal in place with long pincers or tongs. The Prince also watched hydraulic riveters at work, an operation that is accompanied by deafening noise. As shown in a photograph on the front page of our last issue (for March 0), the Prince himself at one establishment manipulated a pneumatic riveting machine.—[Downing Copyrighted in the United States and Canada.]

# THE OF FLIGHT. $\mathbf{WORLD}$

#### DOCTORING THE AIR FORCE. ON

MUCH has been written of late, and much has M been spoken in the House of Commons and elsewhere, about the Air Force Medical Service, a section of the new Air Force to which will be com-mitted the task of caring for the health of our aviators and of studying their curious ailments. There is at present some dissatisfaction in certain directions because, for the time being, the Chief of the Navy's doctors and the Chief of the Royal Army Medical doctors and the Chief of the Royal Army medical Corps are to sit on the Air Force Medical Board, and more or less decide on its actions. The objectors argue that the Air Force should have its own medical service, which it would conduct in its own way, without saying "By your leave" or "Thank you" to anyone.

Apparently the reason for not making the Air Force Medical Service entirely independent straight away is that the nucleus of the new force of doctors must be drawn from the Navy and Army; and as the choice and appointment of those doctors, and the giving of permission to them to leave the Senior Services, is so much a matter for the Senier Services to decide, the new Service cannot be made independent as yet.

Also, some of the doctors drafted to the Air Force may not be satisfactory at their new work. Hence it is necessary merely to attach most of the doctors to the Air Force, instead of appointing them to permanent Air Force commissions, so that if they are not satisfactory, they may return to their old jobs, and not be set adrift on a cold world when it is necessary to get rid of them.

A doctor may be quite good at doctoring soldiers and sailors, and yet not good at looking after aviators. One does not for a moment imply that what is not good enough for an aviator is good enough for a soldier or sailor. Far from it. But aviators suffer from peculiar ailments from which men on the ground o the sea do not suffer. Apart from wounds and shellshock, a soldier's illnesses are those of the ordinary civilian, and a sailor is, apparently, hardly ever ill at all; whereas an aviator has to reckon with the effects of rarefied air and reduced atmo-

spheric pressure at high altitudes. Also, an aviator's nerves re-quire more careful watching than do those of a soldier, especially if he has to pilot the aeroplane and is not merely an observer. If an infantryman's nerve begins to give way from overwork, or continual hammering, he is, at any rate, sustained in the shock of action by the immediate proximity of his fellows; and if he is an officer, he is sustained by his duty as the leader of his men. An aviator, on the other hand, is very much alone, and has to rely very much more on himself for sustentation in the moment of danger.

If an infantryman's breaks altogether, he is already on the ground; and, so long as he does not actually run away during an action, he is in no more danger than any of his fellows If an aviator's nerve breaks while he is in the air, he may lose his head entirely and end by smashing himself and his

machine, and possibly an excellent and highly trained observer as well.

Furthermore, it seems that the constant strain of Furthermore, it seems that the constant strain of having to rely so very much on his own skill and judgment does actually wear out an aviator's nerve sooner than if he were fighting on the ground in company with his fellows. And this strain on the nerves seems to be definitely affected by the extreme variations of temperature, air density, and pressure, to which an aviator is subjected.

Up to a height of a few thousand feet the purity of the air, free as it is from dirt and dust, has a distinctly exhilarating effect; but at great heights, say, from 15,000 feet up to 20,000—at which the modern aviator frequently has to fly—the amount of oxygen in the air is so reduced that an hour or so spent between those heights has a decidedly debilitating effect. Continual flying day atter day at great alti-tudes does certainly sap the vitality and cause definite damage to the internal economy of the aviator.



KING ALEXANDER OF GREECE ON THE BRITISH FRONT IN THE BALKANS: WATCHING AEROPLANES FLY PAST. Official Photograph

Many people may think that a doctor at an air station has practically nothing to do except set broken limbs and bandage wounds caused in aeroplane



THE PRINCE OF WALES ON CLYDESIDE: INSPECTING THE STEERING GEAR OF AN AEROPLANE. tograph by Topical.

accidents. Some doctors who have been sent to training aerodromes have said that such was the case, and have complained that they have not enough work to justify their existence, because, owing to the general improvement effected by modern methods of training aviators accidents are now comparatively rare in proportion to the enormous number of men who are learning to fly.

Even at the Front, though the R.F.C. casualty list is high, the R.F.C. doctors have not so much to do as have those attached to the infantry; for a glance at the Casualty List will show that the greater number of the casualties are killed or missing—nearly all these being brought down behind By C. G. GREY.

the enemy's lines—and the number of wounded is comparatively small. Thus one might easily be led to believe that the Air Force doctor will have a

to believe that the Air Force update comparatively easy job.

As a matter of fact, if the Air Force Medical Service is to justify its existence, it will have to work harder and more intelligently than any other medical service, for its duties will be chiefly to prevent service, for its duties will be chiefly to prevent just as a constant of the constant of the left of the lef the R.A.M.C. have stamped out enteric and cholera, and other diseases in the Army, by taking steps beforehand, so the Air Force doctors will have to study to prevent casualties, either from accidents or from enemy action.

The majority of accidents in training occur through The majority of accidents in training occur through what is usually set down as "an error of judgment."
This simply means that either in getting off the ground, or in manœuvring near the ground, or in the process of landing, a pilot does the wrong thing and crashes his machine, possibly with fatal results to himself and his nearestee.

It is made the possibly with ratal results to himself and his passenger.

In some cases these errors are due simply to pur stupidity, and after all, stupidity is only a modified form of imbecility. Therefore, it is largely the doctor's job to discover whether certain people under his care are so stupid as to be dangerous in an aeroplane.

In other cases errors are due to slowness in the lines of communication between the pilot's eye and his brain, and between his brain and his hands or feet, while controlling his machine. He knows what he ought to do, but the reflex action of his nerves is not quick enough to do it, so he also crashes his machine. Again, it is obviously the doctor's job to find out whether these reflexes are too slow, for, if they are, they may be evidence of actual disease, and are, in any case, evidence of physical disability.

In yet other cases a pilot may "get rattled," as In yet other cases a pilot may get rattued, as the Americans say, at the critical moment, and do precisely the wrong thing. Either his nerves may have gone wrong through overwork, or overstrain, or dissipation, or they may be constitutionally unable to stand the strain of flying. Evidently it is for

a specially trained doctor, even a specialist in neurology, to decide whether an aviator's nerves are fit for his work, and whether his nerve trouble is curable or incurable.

Accidents, fatal or otherwise, may be caused by a slight affec-tion of the nerves long before a man reaches the stage of being afraid to fly. If those nerve troubles are perceived in time by a clever doctor, the man may be cured and continue to fly safely for years. If they are neglected they may lead to a complete nervous breakdown, or to dipsomania, and in any case they mean a crash sooner or later.

In the case of the fighting pilot or his gunner-observer, neglect of the points mentioned means, ultimately, loss of life in an air fight, owing to slowness of muscular action, bad

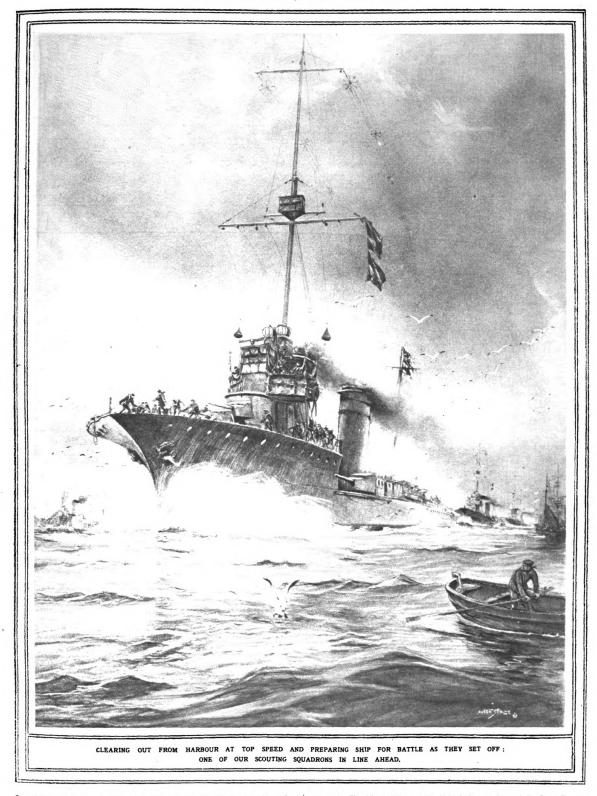
One o in the someti in the about

ness of muscular action, and judgment, loss of nerve, or "getting rattled," on the part of either of them. In the case of an artillery observer, slowness or shakiness may mean failing to make good in directing a shoot against a dangerous enemy battery, and so may mean heavy losses to his own people on the ground.

Thus one perceives that the Air Force doctor, besides being an ordinarily good physician and surgeon, should be a neurologist, an ophthalmist, a firstclass all-round physiologist, and a good deal of a psychologist as well. In fact, he has to study the state of the soul and of the mind of an aviator, in order to prevent casualties, far more than he has to study his body to assualties. his body in order to cure him.

#### "SWEEPING ROUND" IN THE NORTH SEA: GRAND FLEET LIGHT CRUISERS.

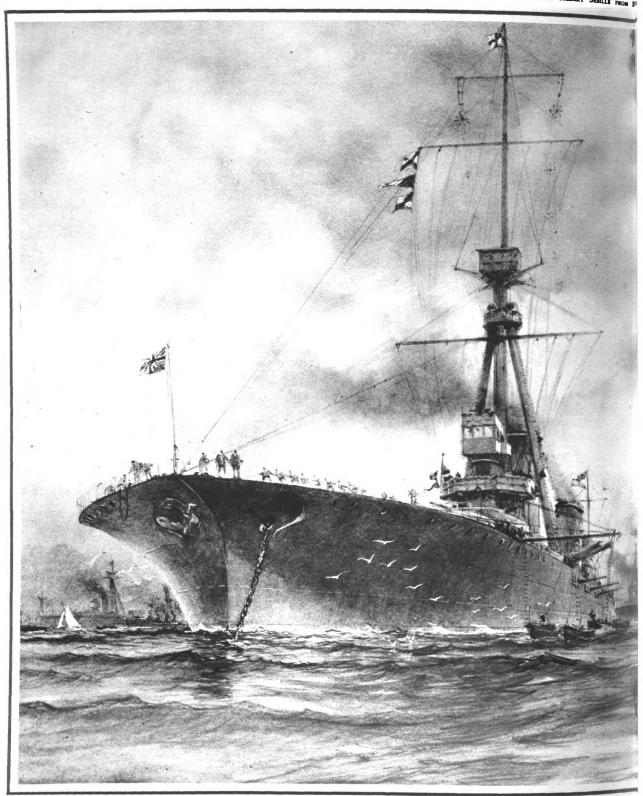
DRAWN BY ALBERT SÉBILLE FROM NOTES BY RAYMOND LESTONNAT.



One of the Light Cruiser squadrons of the Grand Fleet is seen in the above illustration in the act of leaving harbour for patrol duty in the North Sea, tours of service that sometimes include scouting sweeps round along the outskirts of the German mine-fields in the direction of Heligoland; and occasionally, no doubt, some shooting takes place about which nothing is said in the public Press. Of high speed, magnificent boats, seaworthy in all weathers, well gunned, our light cruisers have proved ideal craft for

# A GRAND FLEET SQUADRON AT ANCHOR: BATTLE-SHIPS AND

DRAWN BY ALBERT SEBILLE FROM N

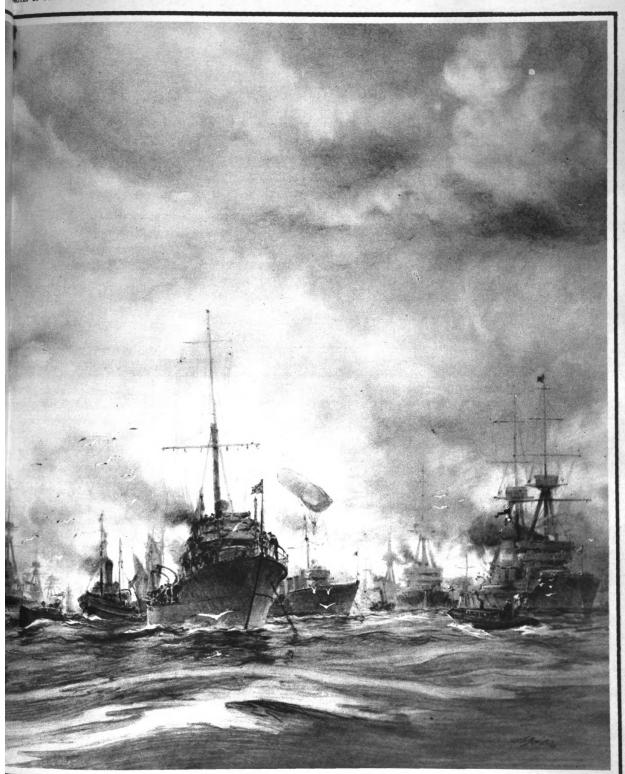


KEPT IN TRIM NIGHT AND DAY TO PUT TO SEA, ALL PREPARED TO CLEAR FOR A

This drawing of ships of the Grand Fleet—or one of its many squadrons—was made by the French artist named above from notes by a compatriot who paid a special visit to the fleet. The great vessel seen to the left, bows-on to the reader, is, as described, a battle-cruiser of up-to-date type. Battle-ships of both the super-Dreadnought and the Dreadnought types appear in the picture, as well as others of the pre-Dreadnought period, vessels that, in their day, only twelve or thirteen years ago, were the most formidable fighting craft on the seas, and the pride of our then "Home Fleet." They are good, useful battle-ships for the second line still. They are largely grouped in secondary, or support,

# BATTLE-CRUISERS READY TO SLIP CABLES ON EMERGENCY.

NOTES BY RAYMOND LESTONNAT.



#### TION AT SHORT NOTICE: A HARBOUR GLIMPSE OF INCESSANT NAVAL ACTIVITY.

squadrons, and should be well capable of proving "tough customers" for the bulk of the German pre-Dreadnought High Seas ships, if not, indeed, for certain of the earlier German Dreadnoughts whose weak points and shortcomings every captain of the Grand Fleet is well aware of. The bustling scene of harbour activity will be observed at first glance. Ships' boats, picket-boats, provision-vessels, tugs, and other small craft are to be seen busily passing to and fro between and among the larger vessels. In the background, also, will be noted an observation-balloon, on sentry duty watching seaward, and against the creeping in of enemy submarines.—[Drawing Copyrighted in the United States and Canada.]

# PETERS TO SERVICE MINISTER MINISTER THE PRESENT ALABAMA ALCOPITATION OF FIVE MINISTER MINISTER ALBAMA ALCOPITATION OF FIVE MINISTER MINISTER MINISTER ALBAMA ALCOPITATION OF FIVE MINISTER MINIS





PUNISHING THE REBELS: THE EGYPTIANS' BOOKS ON CHEMISTRY BURNT BY ORDER OF DIOCLETIAN

#### SCIENCE JOTTINGS.

POWER FROM LIGHT.

WHEN one door shuts, another opens; and a new source of power would undoubtedly be one way out of the social and financial embarrassments heaping up, not only for ourselves, but for the whole world, as one of the consequences of the present war. Such a way would be strictly in accordance with precedent, for it was undoubtedly the great development of steam as a means of locomotion in the 'forties of last century which enabled Europe to escape from the situation created by the Napoleonic wars; and airtransit, with the immense saving of time in the transportation of light materials that its general adoption would bring about, may before long be doing the same for us. Yet air-transit at present depends on the supply of petrol, which is not inexhaustible, and may

price was said to work out at 3 centimes per horsepower per hour, against 10 for a steam-engine driven
by coal costing 3'4 francs per kilogramme; but there
was either something wrong with the calculations—
facts and figures being, as some cynic said, the only
things to be thoroughly mistrusted—or we should all
be using this source of power at the present moment.
Nor was a subsequent attempt to evaporate large
artificial lakes on the shores of the Mediterranean—if
my memory serves me rightly—more successful.

We are therefore driven to imitate still more closely Dame Nature, who uses not the sun's heat, but his light, to create the vegetation which afterwards is converted into the coal and petroleum put into our present clumsy and heavy contrivances to give us power; and it is possible that a discovery which has passed almost unnoticed in the clash of arms may give

price are likely to be some time before they grow up. The output of electricity from the battery described is said to be 2 ampères at 1 volts from a plate of 45 centimetres square under a winter's sun. This seems very small at first sight, but probably represents very nearly the minimum output, and might be largely increased under the fierce blaze of a Mediterranean summer, to say nothing of the floods of light poured down all the year round on favoured countries like those about the Equator. But all great discoveries have had small beginnings, and few would have guessed that Oersted's announcement that the magnet was deflected by an electric current passing through a wire placed near it would prove the parent of the huge dynamos which supply us with light and do for us so much other work. M. Adolphe Bloch, who is no bad judge in such matters, has thought fit to notice

Mr. Case's experiments in the current number of the



A SCIENCE OF GERMAN ORIGIN: A BRITISH FLAME-PROJECTOR OPERATOR IN PROTECTIVE CLOTHING—A DEMONSTRATION BEFORE SERBIAN OFFICERS.

Adopting in self-defence the use of liquid fire, introduced by the Cermans, the British Army has improved on the invention to the discommiture of its originators. Our photograph shows a demonstration before Serbian Officers visiting the Western Front. The operator is seen in his protective dress—an "overhead" cloak and gloves—(Officers visiting the Mestern Front.

therefore prove a broken reed. A reservoir of power into which all may dip without ever coming to the bottom is the real desideratum.

Now the sun is the great source of power as well as of life on this earth, and it is, therefore, natural that we should turn to it when in search of the reservoir we want. Many attempts have been made to use the sun's heat for such a purpose, and, indeed, coal and petrol have both been described, not inexactly, as "bottled sunshine." Nor have more direct ways been neglected. Two American engineers, Messrs. Shuman and Willsee, showed some time ago that it was possible to use solar heat—as it strikes, for instance, the roof of a greenhouse without returning to the upper air—to evaporate either water or some more volatile liquid, such as sulphurous acid, and thereby to turn a low-pressure turbine. The

us the means of doing this. Mr. E. W. Case, in our contemporary the Electrician of Aug. 17 last, tells us that if two plates of oxydised copper be placed in water at a small distance from each other, and in such a way that one is exposed to a strong light while the other remains in comparative darkness, a galvanic battery is formed of which the dark plate is the negative pole. Even without oxydation polished copper plates give a similar but reduced effect, and the output of electricity is increased by the addition of sodium chloride or common salt to the water. It seems to be the red end of the spectrum that is the most active agent in the matter. At present the only costless, and by far the most efficient source of the red rays, is to be found in the sun.

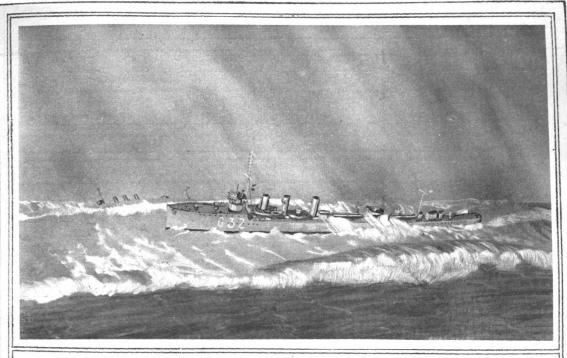
Such experiments are, of course, in their earliest infancy, and with copper at its present prohibitive

Revue Scientifique, and this ought to be no slight encouragement to their author.

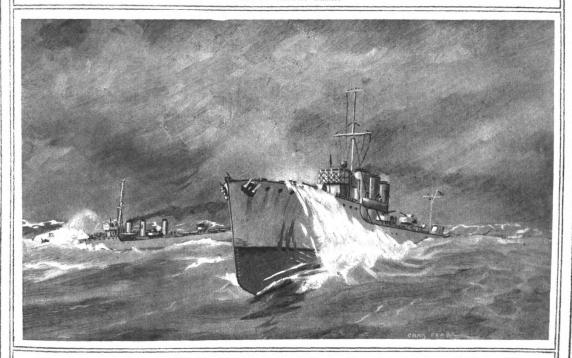
Whether, however, they fall still-born or remain inanimate, to be resuscitated in happier times, there is a fair chance that it is along these lines that the search for a new motive power must in future proceed. Electricity—at one time little more than a scientific toy, the very nature of which is still unknown to us—is now coming into its own, and, since its storage has become possible, may prove to be the greatest weapon for the conquest of nature put into the hands of man. Heat and magnetism have each in turn been conscripted to produce it, and now it may well be the chance of light. Is this not a matter in which the State should assist, or is it to be left to some more enlightened and better organised community to develop this attack also?

#### ON WINTER PATROL: DESTROYERS CRUISING IN A ROUGH SEA.

DRAWN BY CHARLES PEARS, R.O.I., FROM MATERIAL SUPPLIED BY AN EYE-WITNESS.



DURING A NORTH-EASTERLY GALE WITH THE TEMPERATURE SEVERAL DEGREES BELOW THE FREEZING POINT: PLUGGING STEADILY AHEAD.



"BUMPING" BADLY WHILE FORCING THEIR WAY AHEAD IN THE TEETH OF A STIFF NOR' EASTER: SMOTHERED IN FOAM AS THE SEA SWAMPS THE BOWS.

The British destroyer of the Great War is a very different sort of vessel from the original destroyers of the "Nineties" of the Nineteenth Century, such as the once-famous "Havock" and "Hornet," wonders of the naval world as the two protagonists of the class were in their day. Both have long ago been scrapped, after long careers of usefulness and profitable instruction to naval designers. Through ever-improving types we have long since passed from the off-shore cruising, "coastal" destroyer classes to ocean-keeping craft, able to "live" through an Atlantic winter storm, such as the set

of destroyers shown here while going at high speed in the open sea in a March gale. of destroyers shown here while going at high speed in the open sea in a March gale. Apropos to the illustrations. Destroyers steaming at anything over slow speed with a heavy sea on begin to "bump." The boat buries her bows into a wave and smothers herself in spray. The wave lifts the boat's bows high into the air, and unless the sea is very "short" the bows fall—rocking-horse fashion—flat down into the next wave-trough, causing a "bump." When a boat starts "bumping" badly, it is time to "ease down" to avoid damage.—[Drawing Copyrighted in the United States and Canada.]

#### WAR DONKEYS AND DOGS IN THE ALPS: ITALY'S FOUR-FOOTED ALLIES.

PHOTOGRAPHS SUPPLIED BY ALFIERI.



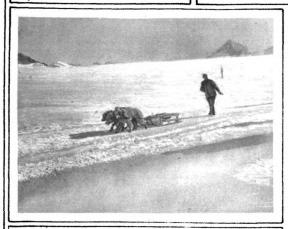
TAKING ROUND SUPPLIES BETWEEN MOUNTAIN OUTPOSTS: A DONKEY-SLEIGH ON A GLACIER.



IN WINTER OUT-OF-STABLES KIT: AN ALPINE SERVICE DONKEY, BLANKETED ON BACK AND NECK.



THE "BEATEN TRACK" FOR SLEIGHS: HAULING A LOAD ALONG A SMOOTHED SNOW-PATH BETWEEN OUTPOSTS.



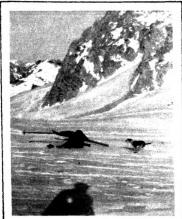
ON A LEVEL SHOW-COVERED GLACIER; RESEMBLING THE SEA SURFACE, WITH MOUNTAIN PEAKS FOR ISLETS: A DOG TEAM'S THREE MILES TRUDGE.



STIFF COLLAR WORK ON A SLIPPERY UPWARD SLOPE: DOGS NEARING AN ALPINE CORPS BARRACKS WITH A HEAVILY LADEN SLEIGH IN TOW.



ON A TWENTY-MILE PULL ACROSS A DIFFICULT GLACIER :



NEAR BARRACKS—A SKI-RUNNER'S CAPSIZE IN THE SNOW:
THE ATTENDANT DOG MAKING TO HIS MASTER'S AID.



A TOILSOME PULL, BUT WITH TAILS UP ALL THE TIME: A DOG TEAM BREASTING A STEEP SLOPE.

Donkeys, as well as dogs, are taking an active part in the war on at least five fronts. Donkeys are in constant employ on the Western Front, carrying ammunition-boxes, kits, and stores along lengthy stretches of communication trenches, in particular in certain French sectors. Others work between camps in Palestine, Mesopotamia, and parts of the Balkan front. On this page we see donkeys working amid the Italian Alps on the northern Italian front, at 12,000 feet altitude above sea-level, under infinitely

more trying conditions; amid intense cold, frost, and piercing winds, and snow bilizzards that would test the stamina of the hardiest Pelar explorer. Hundreds succumb to exposure Dog-team traction, for sleigh-hauling over the upland snows on the Italian northern front, is work such as the French on the Vosges front use dogs largely for. Dogs are, of course, so used in Arctic explorations over ice-fields, and to the present hour in the extreme northern parts of the Canadian North-West.

## FOR KING AND COUNTRY: OFFICERS ON THE ROLL OF HONOUR.

PHOTOGRAPHS BY LANGHER, ASH, RUSSELL, WESTON, LAPAYETTE, MAULL AND FOX. JARMAN, SWAINE, SPEAKHT, AND ELLIOTT AND FRY.



1

#### . LITERATURE.

"Per Amica Silentia Lunae." On glancing first at the title of "Per Amica Silentia Lunae," by W. B. Yeats (Macmillan), we thought for a moment it might be a story of air-raid adventures; but further reflection suggested that such facetiae were hardly in the author's manner—and, indeed, the subject-matter is something very different. Not but what his title would have been appropriate to the coming of the Gothas to London, for Virigl uses the

London, for Virgil uses the phrase in describing (in Aeneid II. 255) the coming of Greek ships against Troy. The passage in which Mr. Yeats brings in the quotation indicates not in the quotation indicates not only his application of it, but also his own mentality, and the scope of this curiously interesting and exquisitely written expression in prose and verse, of his spiritual faith. "I have always sought," he writes, "to bring my mind close to the mind of Indian and Japanese poets, old women in Connaught, mediums in Soho, lay brothers whom I imagine dreaming in some mediæval monastery the dreams of their village, learned authors who refer all to antiquity; to who refer all to antiquity; to immerse it in the general mind where that mind is scarce separable from what we have begun to call 'the sub-conscious'; to liberate it from all that comes of councils and all that comes of councils and committees, from the world as it is seen from universities or from populous towns; and that I might so believe I have murmured evocations and frequented mediums, delighted in all that displayed great problems through sensuous images, or exciting phrases, ac-

images, or exciting phrases, accepting from abstract schools but a few technical words that are so old they seem but broken architraves fallen amid bramble and grass, and have put myself to school where all things are seen: A Tenedo tacitate per amica silentia lunae." In a short verse duologue called "Ego Dominus Tuus," and in the first of the two prose essays, "Anima Hominis," Mr. Yeats develops the idea of an "anti-self"—a kind of spiritual Dr. Jekyll opposed to the mundane Mr. Hyde in every man's composition, and shows how poets like Dante, Keats, Landor, and William Morris expressed this "anti-self" in their verse. The second

essay, "Anima Mundi "—also the title of a work by the Cambridge Platonist, Henry More, to whom Mr. Yeats alludes with admiration—is harder to summarise. Briefly, it suggests, from personal experience, means by which the soul can come into touch with "the general soul" and be influenced by the souls of the departed. In a final epilogue to a friend, Mr. Yeats, after mentioning how modern French poets have reverted to "Mother France and Mother Church," concludes: "Have not my thoughts run through a like round, though Laye not found my tradition in the a like round, though I have not found my tradition in the

(Constable). It is not his first book on the subject. He has previously written three good books—"Aircraft," "The Way of the Air," and "Glorious Exploits of the Air." By way of variety, no doubt, he has given his present venture the somewhat fanciful title—as perhaps it may appear—"Airfare." But we will not raise a question on that point. The book is written with a special eye to the general reader, and is packed from cover to cover with interesting and often little-known details about aircraft of all sorts—"fighter 'planes," bombing Gothas, Zeppelins, and so on. Anecdotes and tales of authenticated adventures abound, and eye-witnesses' experiences and happenings under fire as well. Useful and quite interesting chapters are those that deal with the training of our young airmen—their everyday earlier aerodrome life; how they begin, and what they do in training; also what it feels like on instruction flights, the cultivation of nerve. A glimpse is given of the kind of young fellow who is likely to make the best airman. "The Airman's Point of View "and "Airfare of the Future" are two attractive chapters, among others that might be mentioned. Throughout, the auothers that might be mentioned. Throughout, the author's cheerful, chatty, and bright style—typical of the airman spirit — is apparent. It catches the reader at once, and makes him not want to lay the book down once he has begun to turn over its pages, whether he skims the volume, picking out "good things" here and there, or settles down to read the book steadily others that might be read the book steadily

> " Debrett's House of Commons and the Judicial Bench"
> (Dean and Son) for 1918 is

Official Phatograph.]

(Dean and Son) for 19th is and valuable. It includes a list of the new constituencies, showing the redistribution of seats under the Representation of the People Act, which was passed on Feb. 6. In future there will be 707 Members of Parliament, instead of 670. The essential provisions of the new Act are explained in the book, which, for the rest, contains all its traditional features, and continues to be one of the "indispensables" among works of reference. This, indeed, is more emphatically the case than ever in these days of constant change of conditions and of men



THE KING OF GREECE ON THE BRITISH FRONT IN MACEDONIA: HIS MAJESTY (SECOND FROM RIGHT) ARRIVING ON A PARADE GROUND WITH THE BRITISH COMMANDER.

King Alexander recently visited various sectors of the British lines in the Balkans. On the Struma front he was welcomed to Commander-in-Chief and a review was held in his honour. He spent a week at Salonika, inspecting barracks, camps, and few days ago he was made a G.C.B. by King George, who sent him a very cordial message.—[Official Photograph.]

Catholic Church, which was not the Church of my child-hood, but where the tradition is, as I believe, more universal and more ancient?

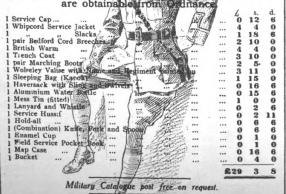
"Airfare" Mr. Edgar C. Middleton, who speaks of himself as "Late Flight Sub-Lieut, R.N.," and "An Air Pilot," knows his work. And, what is to the point in the present connection, he knows, at any rate, how to write a taking and an entertaining book. This may certainly be said of that now under notice, "Airfare of To-Day and the Future"

THE HEADQUARTERS OF

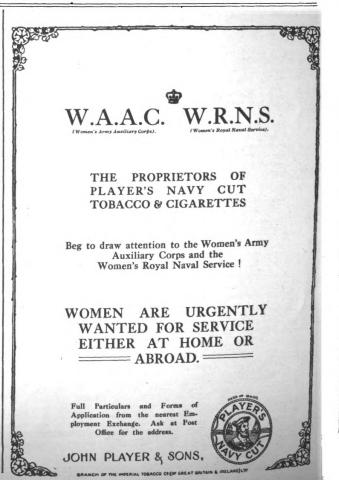
# **OFFICERS**'

FOR FRANCE.

Officers just taking up their ommissions from Cadet Battalions will find the following list of great service. The articles included are those recommended by the Army Council as being absorbed necessary. They are additional to the kit already issued to the Officer Codets and to estimate the control of the Cadets, and to articles sion as Revolvers, etc., which are obtainable from Cadnance.



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# MAKE-BELIEVE

PRETENCE, SHAM, DECEPTION, SUBSTITUTION, IMPOSITION.

The popular demand for Tootal Selvedge-marked and Guaranteed Cotton Dress Fabrics makes a word of warning necessary concerning attempts by unscrupulous drapers to pass off inferior fabrics as Tootal-made goods. Fortunately, there are few such, and in the interests of all honest drapers, and to protect the public, we publish the following letter from a lady who has been imposed upon in this way.

"I bought a dress length of navy blue 'Tobralco' and another of brown. The material was not stamped at all, and when I drew attention to this, I was told that you had discontinued to stamp your materials, and that it was genuine Tootal Tobralco.

"I had the two dresses made up, and the first wash completely spoilt both, although I washed them carefully myself. I feel sure that this is not your goods at all, for I had a pink Tobralco dress from another shop two years ago, and the colour has scarcely changed, and I should say it has been washed between 40 and 50 times.

am sending the navy blue by this mail. Please do not send it back, as it is useless." "I shall be glad to know whether above materials are yours, and

Of course, the fabrics referred to are not Tootal goods. Tootal Guaranteed Fabrics are all plainly Selvedge-marked or labelled. The public must never accept as "Tootal fabrics" any goods without the Tootal Mark of Protection. See list on this page.

Only the rich can afford to buy unsound goods. For those who desire value for price, Tootal Marked and Guaranteed Fabrics are everywhere for sale.

THE TOOTAL MARK IS TO PREVENT SUBSTITUTION AND DISAPPOINTMENT.



TOOTAL CLOTH, the new 'Tootal Guaranteed Velvet Fabric, equal to silk velvet for graceful draping. Rich colors that will not rub off. Fast Pile 27 inches wide.

TARANTULLE: For Dainty Home-Sewn
Lingerie and Baby-wear. In
three weights—40 inches wide.

three weights—40 incines wive.

LISSUE HANDKERCHIEFS for ladies.

Dainty exquisite relf-white and indelible color border designs.

PYRAMID HANDKERCHIEFS for men.

Correct relf-white and exclusive indelible color border designs.

TOOTAL SHIRTINGS for Men & Women.

TOBRALCO: A silky wash dress fabric. 27,28 inches wide.

27, 28 inches wide.

TOOTAL PIQUE: Soft and supple. White and colored. 43,44 inches wide.

TOOTAL BROADHURST LEE COMPANY. LTD.. MANCHESTER COMPANY. LTD.. MANCHESTER COMPANY. 12D.. MANCHESTER COMPANY. 25, PARIS, 42, Rue des Jeuneurs: NEW YORK. 387, 4th Avenue; TORONTO. 25, Emqire. Buildings: MONTREAL, 45, St. Alexander Street.

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#### NEW NOVELS.

"The Smiths in War Time."

You remember the Smiths—the kindly, true-blue, comfortable couple of Surbiton? In the war a pair so elderly

in War Time. It true-Due, comfortable couple of Surbiton? In the war a pair so elderly and simple would find their life, it might be thought, enormously disturbed. But no. The upheavals at Valley View came from within, not from without, and—with the exception of the captivity of young George—they rose from old Ralph Smith's efforts to bring the war home to himself and his household. He began by a laudable enterprise towards drastic economy, by letting Valley View furnished and going to a cottage by the sea. This gives Mr. Keble Howard full play with the ways of house-agents, a desolating tribe. The cottage was worse than the agents, and Mr. Smith was counted out in the first round. However, he bobbed up again in later encounters, and we find him driving his septuagenarian feet out to a the first round. However, he bobbed up again in later encounters, and we find him driving his septuagenarian feet out to a Volunteer route march, and being foolishly benevolent to the wife of an interned German, and remodelling—luckily without success—his domestic routine on the military system. The Smiths are nice, dear people, and their company in "The Smiths in War Time" (John Lane) provides a pleasant, semi-humorous, semi-sentimental entertainent which will be to popular taste. Amiable nonentities? Of course. But of a respectability grounded (as, in spite of the censorious, respectability is more often than not) on a firm sense of decency—or, if you prefer it, on the sure foundations of a long-ordered civilisation.

When Mr. Frederick Storrs Turner gave (as " Mulberry Springs." Springs."
Storrs Turner gave (as the dedication lets us know) a pen to Mrs. Margaret Storrs Turner, he did an excellent service to the novel-reading world. One thing leads to another—as, for example, a pen to a manuscript, and a manuscript to Mr. Fisher Unwin's First Novel Library, where "Mulberry Springs" has seen the light of day. It is a dainty romance, and we congratulate, heartily, both the publisher and the lady. The spirit of youth and race, the ease of the great, the unease of censorious matrons, the foolishness and the vanity of lovers, are all sketched in, with light and delightful detail, in this story of Maric-Louise's young adventure. The setting ranges from an Eastern European castle to Dr. Bolt's rising little sanatorium at Mulberry Springs. Maric-Louise, the daughter of a poet who sang of roses and treated lite as if it were an aflair of rose-leaves, came flying on Atalanta - feet to England; and England, for her, became Mulberry Springs, with

"JOSS PIDGIN" IN A CAMP OF A CHINESE BATTALION OF THE LABOUR CORPS IN FRANCE: CHINAMEN AT PRAYER ON NEW YEAR'S DAY.

"Joss pidgin" is "pigeon English" for Divine wornhip. New Year's Day is one of the great prayer days, a religious festival and an occasion for rejoicings and feasting and social celebrations everywhere. In the Chinese Labour Corps camps in France, among which several battalions of coolies are distributed, the day (February II) was observed with junkerings as well as prayers. The huts were decked with flags and streamers and paper flowers. Small paper-valled temples or "josa-houses" were built, between which men knelt and prayed. New Year's Eve was celebrated by feasting, and the day itself kept as a holiday, with processions and bands going round the camps, the columns parading with Chinese flags of the Republic at their head.—[Canadism War Records.]

its half-pay Colonel and its pumps, and gossips, and predatory males. What happened to her, and why she found herself the centre of misunderstanding, must be read as Mrs. Storrs Turner has written it. The book has an uncommon freshness. It is original enough to be able to introduce Austria

original enough to be able to introduce Austria and the Balkans, and not mention the coming of the war. It is gay, with Marie-Louise's gaiety, which wrapped, as in a starry mantle, the passionate heart of a woman. Only Dominic Willoughby jars, to our mind. He was not, nor can we think he would be, the complete lover. He was a churlish fellow to be given Marie-Louise, creature of spirit, fire, and dew. Let us hope he mended his manners in wedded bliss. "Mulberry Springs" is a charming book. a charming book.

"The Man of Silver Mount."

It may be possible to swallow the miracles of Silver Mount, the Atlantic island where treasure and fair ladies in fancy dress, a freebooter's lair and a freebooter's lair and a freebooter's lair and a freebooter's lair and a tree booter's lair and a freebooter's lai Robinson Crusee camp defy the probabilities of the twentieth century; but the "howlers" that happen at sea cannot be allowed to pass. The Dunbar was burned in mid-ocean without a boat being got out, although the captain was a gallant and experienced seaman, and the hero is discovered pulling a life-boat with a pair of sculls. As for the naval engagements at the other end of the book, they are on a par with the scene where Bri'ish seamen (having, of course, defeated a greatly superior German force) kissed each other in the hour of their triumph. The truth is that "The Man of Silver Mount" (Cassell) is poor stuff. Mr. Max Pemberton presumably knows his public. He knows how much they will stand. We wish we could believe his estimate to be mistaken. It is not to the credit of novel-readers that they should find the bragging airs and the absurdities of this performance to their taste. Mr. Pemberton calls one of his British vessels the Benbow. The real Benbows and their brethren of the Fleet will scarcely, we think, approve his handling of nautical matters. The rest of the story is a jumble of pirates, and other people with pistols.



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# FEED W without

TO longer need you worry about the possible effect of a shortage of meat and fats on your family's physique—thanks to the researches of Mrs. Eustace Miles you can provide new, tasty, satisfying meatless dishes packed with nourishment and so delightful that your family will relish them with all the gusto they once tackled beefsteak. Mrs. Miles' dishes are of a kind to appeal even to the most confirmed meat lover, and, flavour being their strong point, she very naturally uses the most delicious of sauces-Yorkshire Relish. Next time you are short of meat,

# Try this Recipe:

LENTIL ROAST—6 oz. of Lentils; 1 small piece of Onion; 1 pint of Vegetal·le Stock (or less); 1 dessertspoonful of Yorkshire Relish; 1½ oz. Margarine; 4 oz. Bread Crumbs or 6 oz. Cold Potato; Pepper, Salt, and a little Sage.

METHOD :- Wash the Lentils, cook them for one hour with the onion and stock; then mix all the

ingredients together.
Grease a Pie Dish or Cake Tin, and coat with Bread Grease a Pie Dish or Cake I in, and coat with Bread Crumbs or Cold Potato; then put in the mixture (it must not be too moist). Bake a nice brown (about 20 minutes). Turn out and serve with Tomato or Apple Sauce. (Can be eaten Hot or Cold.)

Yorkshire Relish is sold by grocers everywhere at 7d., 1/2 and 2/4 per bottle. Pay no more.



Mrs. Eustace Miles

M.C.A.

at Chandos M.C.A.
The great Chandos
Street authority on
meatless cookery.
Authoress of "Health
without Meat," "Life's
Colours," etc. She has
just prepared for us a
special series of meat-

# Have good Cakes -In spite of the NEW FLOUR.

Miss Wright Reports: "With the present war-time flour it is often a problem to produce light and delicious pastry, but Goodall's Egg Powder completely solves the difficulty."

Fonly everyone would read this there'd be no more grumbling about the unaccustomed flour we are getting now-a-days—it is highly nourishing, and, as Miss Wright says, with

Goodall's Egg Powder you can easily tame
it into good behaviour—and save 3 of the

Elsie Mary Wright,
"Cordon Bleu" Medallist of the National
Training School of
Cookery; Domestic
Editress "Everywoman's Weekly," etc.,
etc., and one of the best

cost of eggs into the bargain. Instead of using the 2 or 3 eggs your recipe probably using the 2 or 3 eggs your recipe probably called for, just use one (or even omit eggs entirely) and a 13d. packet of Goodall's Egg Powder. You will then get cakes practically as light and tempting and delicious as your pre-war ones—at practically pre-war cost. Cookery Schools and up-to-date homes all over the Kingdom are using Goodall's Egg Powder generously. Why not begin to do the same, and begin to save your money?

11d. packets; 7d. and 1/2 tins.

# tet, and one of the best known cookery experts in Lendon: Here's a good Recipe:

CINNAMON BUNS—Take  $\frac{1}{2}$  lb. of flour, add a pinch of Salt and 2 heaped teaspoonfuls of Goodall's Egg Powder. Rub in 4 oz. of 1 ripping or Margarine, sprinkle in a few Currants, 2 oz. of Sugar and half-a-teaspoonful of Powdered Cinnamon.

Mix with milk till the mixture will drop from a spoon, put into greased patty

Goodall, Backhouse & Co., Leeds. 

# Harrods GREAT SALE OF **ANTIQUES**

Three Days Only-March 18, 19, 20.



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Beginning Monday, March 18th, Harrods are offering at bargain prices the whole of their magnificent stock of Antiques, the most completely Representative in the Kingdom. Included will be a remarkable collection lately removed from Shrubbery Lodge, Weston-super-Mare, comprising many wonderful examples of Old English Furniture, particularly of the Queen Anne Period.

#### An Example of the Value.

Exceptionally fine old Black Gold Lacquer Chest on original stand. Usual price £110.

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No gift is more acceptable to the Outward-bound W.A.A.C. girl—or, for the matter of that, to any woman of discrimination—than a box of assorted "Court Bouquet."

Your local dealer keeps it—the Toilet Soap

of high degree.

PRICE'S, BATTERSEA, S.W. 11.

#### "BOX O' TRICKS," AT THE HIPPODROME.

TASTE and care and eleverness have gone to the shaping of Mr. Albert de Courville's latest "Box o' Tricks" at the Hippodrome. Out of it come things of beauty, rich colour, strains of tuneful melody—things that are in genious, things that make for laughter. For a picture of sheer loveliness its Japanese dwarf garden may take the



CAPTURED BY THE FRENCH DURING A RAID: GERMAN PRISONERS .- [French Official Photograph.]

palm; but there is charm as well as quaintness in its early Victorian episode, in which Miss Stirley Kellogg—specially brought back to revue, submits one of the prettiest of her songs; and there is real fantastic invention in the "Nightmare" turn, where huge and sinister-looking faces suddenly develop into groups of girls who take their places in a general dance. Add the scene in which is drilled a women's regiment in khaki, each member emerging from a tent that finally disappears by magic, and a corresponding naval tableau in which our flag is unfurled by many hands, and it will be seen that the new piece abounds in novel effects. Needless to say, Mr. Harry Tate is once more the prime fun-maker, no less droll whether he is found in a burlesque patent office, or conducts a women's musical band, or travesties the Moor of Venice. Then, in addition to Miss Kellogg, popular folk such as Miss Cicely Debenham, Mr. Tom Macnaughton, and Miss Daphne Pollard give delight; and last, not least, we get from Mr.

## TERMS OF SUBSCRIPTION TO "THE ILLUSTRATED LONDON NEWS."

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Six Months, 24 196; or in continuing Christians Numberl, 24 183 80;

Six Mon

Ralph Riggs and Miss Katherine Witchie more of their wonderful dancing.

Holborn "Tank" Day proved a big success, and the winning numbers for the prizes offered by Gamage's have been drawn for by the Mayor. The lucky winners were: First Prize, \$\( 2500 \) War Bonds, \$No. 500\); and 50 other prizes have also been awarded.

to war Bonds, No. 500; and 50 other prizes have also been awarded.

It is not surprising that considerable excitement was caused in Battersea on March 7, when the pigeon messengers of London's War Bond Effort were entrusted with applications in triplicate to the value of no less than £250,000, the splendid contribution of Messrs. Price's Patent Candle Company, Ltd., ear-marked for Battersea. The whole of the staff of the office and the famous factory, numbering several thousands, mustered to witness the despatching of the birds—one of which, its patriotic and precious burden notwithstanding, declined to budge from a neighbouring window-sill. The Chairman of the Company, Brigadier-General Brownrigg, and Miss Brownrigg, with Mr. Charles Radburn, the General Manager, assisted in despatching the bird-messengers to headquarters. It is expected that this fine contribution will also have given a powerful stimulus to local effort, and thus proved of aid during the subsequent visit of the Tank to Battersea.

#### CHESS.

-

TO CORRESPONDENTS.—Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C. 2.

H. G. Cross (Birmingham).—We cannot tell you why the composer employed the Black pieces you ment on. As the problem stands it is correct, and that is all we are concerned about.

the DRAM PERS AND BELLEM AS IN PROBLEM TO A BRANCH PART HER STREAM THAT HE AS IN PROBLEM S. A STREAM TO A STREAM THAT HE AS IN THE PROBLEM S. A STREAM TO A STREAM THAT HE AS IN THE PROBLEM S. A STREAM TO A STREAM THAT HE AS IN THE AS IN

man H II (Dullin), and Esperantisto (Angers).
Conneter Solutions or Problem No., 3700 received from R M Munro (Nent-werb), Esp motisto, H Gassett Balbini (Farnhan), G Sorrie (Stonehaven), J Fowler, J C Stackhouse (Torquazi, E Draks ford (Brampton), J S Forbs (Bughton), G Buch mann, J Christie (Birthghan), A H Arthur (Bath), II S Boander the (Webradge), M E Onslow (Bourner, outh), J Dixon (Chelmsford), F Smart, and G Stillingfleet Johnson (Scalend).

SOLUTION OF PROBLEM NO. 3779.-By W. MASON. WHITE

1. Q to B 7th 2. Mate accord

Any move

CHESS IN LONDON.

Game played at the City of London Chess Club, between Messrs
P W SERGEANT and E T JESTY. (Ruy Lopez.)
J.) WHITE (Mr. S.) BLACK (Mr. J.)

16. Q takes P

WHITE (Mr. S.)

1. P to K 4th
2. Kt to K B 3rd
3. B to K tyst
4. B to R 4th
5. Castl's
6. P to Q 4th
7. B to K tyst
8. P takes P
9. P to B 3rd
8. P takes P
9. P to B 3rd
10. Q K to Q 2nd
10. Q a passed Pawn on the Queen's file, but the effort to maintain it leads to disaster. 16. Q takes P R to B sq 17. B to K 3rd B to B 4th 18. Q to Q 2nd Q to Kt 3rd 19. B to K B 2nd K R to Q 5q 20. Q R to B sq P to Q 5th 21. Q to Q 3rd P to Kt 3rd 22. P to Q R 3rd K to Kt 2nd

The best move, but the opening is all book so far.

11. Kt to Q 4th Kt takes Kt
12. P takes Kt P to K B 4th

consistent with the line of play cm.

Barked upon. It gaves good fighting 20. B to B 8 (ch) K to Kt sq. chances, besides imposing consider—30. Q to K 7th Rto Q and able restraint on Whate's freedom.

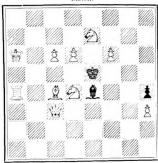
31. Q to B 5th Q to K 5th Resigns.

This move has a curlous and un-expected sequel.

and restraint on wine's necessary 32. B to R of Resigns.

P to Q B 5th seems the stronger An interesting game, and very well continuation. The text move secures played by White.

PROBLEM No. 3781.- By J. PAUL TAYLOR. BLACK



WHITE. White to play, and mate in two moves

# and GOUT.

RHEUMATISM. GRAVEL. GOUT. CALCULI. NEURALGIA. SICK-HEADACHE. SCIATICA. ARTERIO-SCLEROSIS. OBESITY. ACIDITY.

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What is Gout?

mon with Rheumatism, the blood). Nevertheless, excess of uric acid does not always imply the presence of gout, whereas goutiness invariably points to uric acid.

which is thirty-seven times more active than lithia.

A Martyr to Gout.

Dr. DAURIAN, Paris Faculty of Medic

# The Ideal Tonic

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the whole country.

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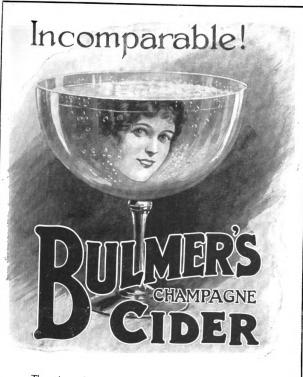






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#### THE CHRONICLE OF THE CAR.

The National Council. Following on my remarks last week on

The National Council.

Following on my remarks last week on the A.A. and the projected National Coancil of Motoring, I have received a letter from Mr. Arthur Goodwin in answer to the communication of the A.A. in which were set forth the latter's reasons for stunding out of the Council. I believe it is the case that Mr. Goodwin was the sponsor of the scheme of combiring all the representative bodies into a general Council; and I cannot help thinking that he has written now under a strong series of disappointment at the failure of his project. It is possible to appreciate very fully that he regrets the miscarriage of his efforts—indeed, I think everybody who has given the matter more than passing attention must feel a certain measure of disappointment that the ideal we have set before us for years past has failed to materialise at the eleventh hour. I wish Mr. Goodwin had taken a little more time to consider his answer to the A.A. If he had,

I am convinced he would have made a much better reply than he has. As it is, his answer is really no answer at all, since he evades altogether the main issue that, by

had joined in, it could have disposed of any attempt to force trade issues against those of the private motorist by weight of voting pow.r. As a matter of dialectics, that is an argument which is not so bad; but the real point, as I see it, is that the A.A. would have had to sign away its voting power before it entered the Council at all. It must not be lost to sight that, under the terms of the now famous Paragraph III. of the resolutions, the A.A. would have had to undertake to "use its influence to discourage any organisation represented upon the Council from acting in a manner calculated to impede the policy or injure the interests of any other organisation so represented." If that means anything at all, it means that the A.A.—in common with the rest—would be under a direct obligation.

FIATS HALT FOR THE NIGHT: AN INCIDENT EN ROUTE FOR THE ITALIAN FRONT. Our photograph shows a number of French Army motors, Fiats, all of them, used for transport. Each lorry has its own trailer, used as kitchen or workshop, or for stores.—[1]ficial Photograph.]

AN FRONT.

AN FRONT.

lorry has its own trailer, lorging subscribed to the undertaking quoted above, found itself faced by a proposal inimical to the interests of those it represented it would have the choice of two [Controlled werend.]



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alternatives—either to treat its pledged word as a "scrap of atternatives—either to treat its piedged word as a "scrap of paper" or to withdraw forthwith from participation in the doings of the Council. Clearly, that being the contingency which must ultimately arise, it is better to stand out now than to go in and act later as I have indicated. There is bound to be some amount of acrimony either way, but it certainly seems that less is likely to arise in the circumstances as they exist now.

A Startling

Although the project of the National Council seems to be shelved for the time being at least, it looks as though time being at least, it looks as thought some good might come out of the discussion which has turned about the proposal. The Auto, which has always been remarkable for the soundness and balance of its views, puts forward the really startling proposal that the time has

now come for a fusion of the R.A.C. and the A.A. At first, now come for a tusion of the K.A.C. and the A.A. A may, the proposal seems to be so revolutionary as almost to take one's breath away. In the past the two organisations have worked along such entirely differing lines that an amalgamation of interests seemed to be the last thing in the gamation of interests seemed to be the last thing in the world to be considered as within the possibilities of practical politics. But times have changed, and with them all our outlook on such matters. The more I regard the proposal the better I like it; nor do I see any insuperable difficulties in the way of carrying it into effect. True, there are difficulties which would call for very careful adjustment, and for a good deal of the policy of give and take; but it can be done if there is the necessary goodwill on both sides. As to the possible details of such an arrangement, I do not propose to discuss them now. In any case, they are not ripe for discussion yet, because I am quite in the dark as to what kind of reception awaits the suggestion in Pall Mall or Coventry Street. But more about this anon.

The following tribute from a driver at Vauxhalls on War Service.

The following tribute from a driver at the front is typical of many received by Vauxhall Motors regarding the front is the front is typical of many received by Vauxhall Motors regarding the January 1916. Since then it has done a little over forty thousand miles, over roads that are very often in a sorry state. Except for decarbonising the cylinders, and having the side-brakes re-covered, the car has given no trouble. The engine pulls just as gamely as ever, and the gear-box and back-axle are in splendid condition. I have handled several other makes of cars, but I may say my old Vauxhall has got them all skinned."

W. W. Vauxhalls on



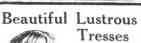
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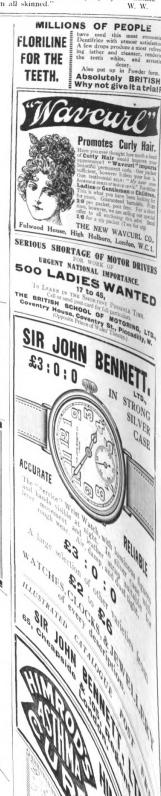
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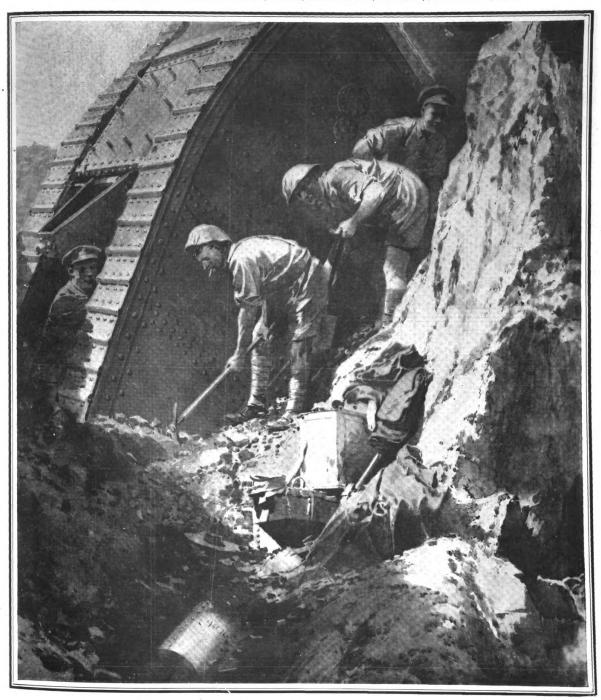
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SATURDAY, MARCH 23, 1918.

NINEPENCE.

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DIGGING OUT A TANK IN PALESTINE: ONE OF HIS MAJESTY'S LAND-SHIPS TEMPORARILY STRANDED.

Little has been said about the work of the Tanks in Palestine. Careful perusal of General Allenby's recent despatch detailing the operations from June 28 last, when he assumed the command, up to the capture of Jerusalem, discovered no reference to his Majesty's landships. Photographs of them in the Holy Land campaign, however, such as the above, continue to reach us from time to time. Clogging sand, and wadis (torrent channe's)

liable to become impassable in heavy rain, hardly favour Tank operations; nor do the mountain ridges between Jerusalem and Jericho, of which Mr. W. T. Massey writes: "For miles the infantry were sliding downhill over smooth, slippery stones, slithering in muddy valleys, or climiting mountain slopes." The ground of the more recent Shechem advance be described as "a succession of steep, rocky hills, deep valleys, and water-courses."

## ABROAD AND AT HOME: MEN'S WORK AND WOM

PHOTOGRAPHS -



Most of these photographs, which show various phases of the war both at home and abroad, require no explanation. In one or two cases a few notes may be of interest. It may recalled that the transport "Tuscania," carrying over 2000 United States troops, was torpedoed and sunk on the night of February 5 off the Irish coast. The majority of those on were saved, but over 160 were missing.

Many of the survivors were landed in Ireland. It was nated also that three boat-loads of sailors and soldiers "landed on a small slid the west coast of Scotland [where Islay is situated] having been carried there by a strong tide. One party had to walk three miles before gaining shelter at a farmhouse." The Secretary for War, Mr. Newton D. Baker, afterwards wrote: "At the small ports of Ireland and Scotland, where the troops landed, they met with a most warm-hearted reception."

# RK, IN ENGLAND, IRELAND, FRANCE, AND PALESTINE.

ICIAL, AND C.N.



people, who did all in their power to minister to their comfort and care in every way." As regards the Armenian cemetery at Jaffa, a note accompanying the official photograph a single grave is left untouched by the Turks, and not a single tombstone is left standing. Many marble monuments have been taken away, and apparently the British forces in time to prevent the removal of those that remain." A British officer writing home from Palestine recently said: "The wells here have slabs of marble and Roman marble it into their structure, as the Turk uses any ancient monument as a quarry." What a contrast this vandalism affords to the British treatment of the Holy Places of Jerusalem, was careful to place all Moslem shrines under the guard of Moslems, and no sacred place of any sort was interfered with.

#### THE REAPPEARANCE OF THE ZEPPELIN.

Ø

By C. G. GREY, Editor of "The Aeroplane."

THE German has seldom displayed anything approaching genius in his methods of carrying on war in the air, but his display of sound common-sense has been truly remarkable. One may fairly say that, lacking originality of any kind, the German has a genius for the obvious.

When Zeppelins raided England early in the war, there were no anti-aircraft defences of any kind, and the Germans knew it perfectly well. There were no guns, no night-flying aeroplanes, and no ammunition suitable for use against airships. Therefore, the German did the obvious thing, and raided London at will. The really surprising thing is that he was so long thinking about it before he started. And it is

still more surprising to find how little damage he did.

Then, when the London anti-aircraft defences began to develop, and he began to lose a few airships, he gave London up as a bad job, and took to wandering about the country seeking for any big town on which to drop bombs.

Then, when the anti-aircraft defences became well developed all over the country, the German left England alone for a period. The airships which he then possessed could not rise above 10,000 to 12,000 feet, where they were easily reached by aeroplanes, and comparatively easily seen by gunners on the ground. Therefore, the German did the obvious thing and used his Zeppelins for scouting at sea, and for raiding undefended places in the Eastern war-area, such as Bu'charest, and places with impossible names in Russia.

Meantime he turned his genius for the obvious on to the task of building new types of Zeppelin which would fly faster and rise higher.

When the German had produced half a dozen or so of such machines, he waited for a suitable night, so misty that it was impossible to use searchlights, and he sent them over to bomb London. Unfortunately for the German the mist was particularly thick in the vicinity of London, and he failed to find his objective. The General Officer Commanding London Aircraft Defence Area, having a genius for the un-obvious, instead of turning on vain searchlights and illuminating the fog for the benefit of the German, or letting his guns fire at the sound of sengines, and thus disclose the position of London, acted like the gentleman in Mr. Kipling's story, and "lay powerful doggo," so that the German falled to find London at all—all except one of him who drifted across by sheer luck and dropped three fairly in-nocuous bombs.

Meantime, all the airships cruised about and burnt much petrol. As they returned, they were chased up high by gun-fire and aeroplanes near the coast, where the air was clearer. There the ships ran into a strong wind from the north, which drove them down to the centre of France. For various good reasons their directional wireless appearatus failed them, so most of them kept on steering east and drifting south till at daybreak they had used all their fuel, and found themselves still over France. upon the lost ships landed, and all except one were

destroyed by their crews. Two or three of the whole fleet only escaped with difficulty back to Germany.

This was another lesson to the German, who is

always anxious to learn. So now he seems to have worked out a new plan of campaign. It seems that his idea is to cruise over the North Sea at night—a dark night for preference—and make little dashes at coast towns which he believes to be only lightly defended, or which have been left in peace so dropped a few bombs, and thus having lightened himself considerably so that he can go up high, he proceeds to wander about the country at a considerable altitude, where he may be be some one siderable altitude, where he may be heard and not

seen, hoping to terrorise munition centres.

From the German's point of view the scheme is obviously sensible, and he will probably keep it up " high level" air till he loses a few of his nice new ships through their meeting aeroplanes which can fly

Incidentally, the German airship pilot is fulfilling useful purpose by impressing on provincial England the actual existence of a great war, which some people in well-paid, un-raided, industrial districts are apt to forget, and by demonstrating the singular un amiability of the type of man who would descend on England, if the English people ever permitted their home-grown but German-inspired Bolshevils to produce the state of anarchy which has placed Russia under the heel of the Hun. Wherein the German demonstrates his bad judgment as a psychologist.

#### THE POWER OF THE PRESS: A COMPLETE JOURNALIST. By E. B. OSBORN. 働

N EWSPAPER influence has been much discussed of late, and several critics seem to have come to the conclusion that the country is now being run by a kind of papier-mâchê Cabinet. Mr. Hilaire Belloc, by a kind of papier-māchē Cabinet. Mr. Hilaire Belloc, moreover, as a relaxation from the terrific strain of managing the grand strategy of the War, has written a little book on the functions of the modern Press. confirm his uneasy belief that the independence of the working journalist is not what it was in the days of Delane. But Mr. Belloc's indictment of the modern newspaper goes too far—particularly when he complains that "news" is a record of is a record of the abnormal, and not, as he thinks it should be, a chronicle of what is happening everywhere and every day. A famous New York editor once defined news as follows for the benefit of a cub reporter from the country: "Here, in Broadway, if a dog bites a man, it is not news; but, if a man bites a dog, it is news." We do not agree altogether with that doctrine in this little old island. On the other hand, we should stoutly refuse to pay down our good pennies for a paper which ignored the virtuosity of a Crippen or the last version of the triangular plot in the Divorce Court in order to find space to tell us how the average sound citizen got up, washed, and went to bed. Mark Twain-or Stephen Leacock, if you prefer him-long ago reduced Mr. Belloc's new idea of news to the absurdity which tricks you out of a laugh.

When the leader-writer complains of independence, I for one refuse to pity him. He is there, surely, to write from his brief or play the bravo

with a stylograph instead of a stiletto. He must have known the nature of his fell trade from the first Anyhow, the public knows all about it, and sees behind that mystical "we" the special pleader's individual pen. The independence of the Press resides in the working journalist who gathers in the news, and as long as he is free to seek the truth, the whole truth, and nothing but the truth, there is reason to fear that the integrity of British journalism is threatened. And he is free—I know of no newspaper in this country which garbles the news in order to serve its political ends. Why, Mr. Belloc's very to serve its political ends. Why, Mr. Belloc's very complaint that news is standardised, the same in matter and manner throughout the kingdom, is sufficient proof that our springs of daily information are not contaminated! It is on the broad shoulders of the news-gatherer that the Power of the Press rests in this ancient home of guarded liberties.

In "J. D.," as he was called by all his fellow-

craftsmen, Fleet Street lost last year one of the pillars, carved in Aberdeen granite, of British journalism. He seemed to me and all his countless friends the greatest news-gatherer that ever lived and the very incarnation of journalistic independence. I have tried to draw his portrait in couplets, always keeping in view the great-hearted man behind the complete craftsman. Such was his flair for news and unfaltering accuracy that these lines were inevitable-

Fate for him wrought a daily miracle, For Truth climbed up to meet him from her well, And stood by his side, stark naked, starry wet, As near to him—as he to her could get.

Whatever the task which chose him, his whole heart and soul went into it-

Full well he loved his craft and honoured it With all he had of wisdom and of wit, And what most glorified his work, I think, And what most glorihed his work, I think, Was that he wrote with an unusual ink—No vitriol in it, humour just enough And milk of human kindliness quant. suff. But when he wrote of warfare at the flood He dipped his pen into the deep heart's blood, And with a warm and crimson verity Of dying words made deathless history.

He asked no more than a living and the right to exercise his profession honourably, which none ever cenied him. He was a great good-humourist; his very presence was an antidote to boredom or pessimism. I never heard him give his famous imitation of Mr. Gladstone addressing a Mid-Lothian audience from a railway carriage, which once delighted a company of statesmen. But I found him an inexhaustible treasury of anecdote and allusion, of human rature and human

And he died, as he lived, in the grand style-Death grudged him to our faithful fellowship, And fixed on him a foul, arresting grip. Then did he live indeed! Maintaining s still The might of man's unconquerable will He smiled on us and put his torture by, Scoffed at the flesh and gave his death the lie

As long as men of such a mould bear up that temple of the eternal Now which is called the Press, we need never despair of its independence and integrity.

#### OCCUPIED BY THE GERMANS: THE AALAND ISLANDS.

THIS comparatively unknown archipelago—now much in the news—has had a long and interesting history. At a very early time it had its own national chiefs or kings, but about the fourteenth century it came under the influence of Sweden, and its subsequent history forms part of the story of the relations between Sweden, Russia, and Finland. The main facts are that in 1743—that is, before Finland passed from Sweden to Russia-these islands actually came under Russian control, and the islanders took oaths of fealty to the Tsaritsa Elizabeth. They were restored to Sweden by the Treaty of Abo, but became Russian again in 1809, when the whole of Finland became a Russian Grand Duchy.

At the outbreak of war the islands had a Russian garrison of about 7000 men. This was reduced, in ebruary of this year, to about 2000 men. After the Revolution, the troops-who were well supplied with rifles, machine-guns, and ammunition—revolted and ran amok. Appalling outrages were committed, and, as the people were defenceless, there was such a state of panic that many of them fled across the ice to other and smaller islands.

Under Swedish influence, an agreement was drawn up between the Russians and the Aalanders, the object of which was to secure the complete evacuation object of which was to secure the compute evacuation of troops from the islands and leave the defence of the islands to the population itself. In accordance with this agreement the Russians left.

On March 2 the German Minister at Stockholm informed the Swedish Minister for Foreign Affairs

that Germany intended to use the islands as a base of operations; while on March 7 messages were received stating that quite formidable German forces had been landed. On March 15 it was reported that among refugees from Finland just arrived at Stockholm were seventeen British families, of whom the men of military age had been seized by the Germans at the Aaland Islands and sent as prisoners to Germany.

The archipelago lies at the entrance to the Gulf of Bothnia, and almost opposite to Abo, the second most important port of Finland. The distances from the main island to Finland and Sweden are respectively fifteen and twenty-five miles. There are about three hundred islands in all, but of these not more than eighty are inhabited. There is a population of, say 20,000, two-thirds of whom live on the largest island

The Aaland Islands are the western outpost of it wonderful chain of islands that fringes the southern shore of Finland, and they form a kind of bridge between Sweden and that country. They vary in size from a needle point to an island eighteen long and fourteen miles broad. Some of the islands are as bare as a payement, while others are clothed to the water's edge. In and out between them wind innumerable channels. The whole forms a bewildering and fascinating tangle of rocks and waterways.

Only an expert pilot is safe in these waters, and there are few salient landmarks by which to steer. The fairway is marked with buoys, lighthouses, and seamarks, and there are various signs and directions painted boldly on the cliffs. And yet, with all this

#### · By ERNEST YOUNG.

assistance, the navigator needs his wits about him if he is not to lose his way amidst the hundreds of isles and islets, rocks and headlands, bays and inlets that pass before him in a seemingly never-ending procession.

The islanders are chiefly Swedes. Owing to their

isolation, they have preserved a considerable degree of race purity. They are the tallest of all the Swedish inhabitants of Finland, and physically vigorous and alert. They have preserved, too, many of the customs and modes of life and of the simple habits of their ancestors.

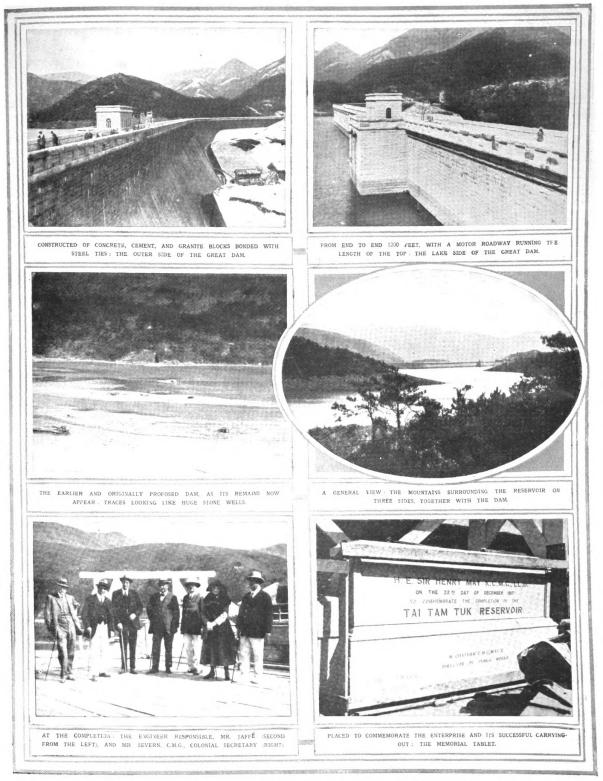
They are sailors by nature, and, like most seafaring peoples, brave and lovers of liberty. They are scrupulously clean. The women are reputed beautiful, intelligent, and energetic.

The soil is thin and poor; the climate is severein winter even the sea freezes. Hence agriculture is restricted to hardy plants, like barley, rye, flax, and a few vegetables. But enough food is grown for home consumption.

The constant rains brought by the westerly winds provide a rich supply of grass, on which great numbers of cattle are reared, and cheese, butter, hides, and salted meat are exported. There are important forests of pine and spruce, mingled with birch and aspen.

The chief occupations are the hunting of seals and sea-birds and the catching of fish. The innumerable rocks are the abode of myriads of birds, whose eggs. plumage, and flesh are highly valued. As fishermen, the Anlanders are noted for their fearlessness.

## TAI TAM TUK: THE GREAT NEW HONG KONG RESERVOIR AND DAM.



The great reservoir and dam, Tai Tam Tuk, Hong Kong, completed at the end of last Fear after being five years under construction, is situated in the centre of the island, with mountains on three sides of it. Its reservoir covers 945 acres, and holds 1,420,000,000 gallons of water; enough for a full supply for 236 days. The dam is built of sol'd ecment and concrete, with embedded granite blocks and granite lacing, and with steel bonding ties. It is 1200 teet in length, and the foundations go down 40 feet deep in glaces. The wall height on the average, from the foundations to the level of

the 16½-ft. wide roadway along the top (available for motor traffic), is 171 feet; the base width, 115 feet. The dam, with pumping plant, mains, etc., to supply Hong Kong, cost upwards of two-and-a-half million do:lark, and from 500 to 2000 workmen have been employed on it during its five years of building. In the fifth photograph is seen Mr. D. Jaffé, of the Colonial Public Works Department (second to the left), who has been the engineer :esponsible for the design and work. On the right is the Hon. Claud Severn, C.M.G., Colonial Secretary, officiating as Administrator of the Government.

#### By G. K. CHESTERTON.

THE real quarrel of America with Prussia has always been a more important and interesting mutter than many seem to understand. It is now of a more deadly importance every day. And there are certain cant phrases about both countries which are rather misleading.

For instance, the first and most fashionable thing to say about America and Germany is that America is a new country and Germany an old country. It is a fallacious phrase at the best, for every nation is a new nation, with every new generation. And every nation is an old nation, since the very word generation takes us back to the word genealogy—and, indeed, takes us back to Genesis. Some people stress so extravagantly the notion of old and new that one would fancy there were two separate nations of old and young. One would think that every colony was populated entirely by gigantic children. One would think that all despots and diplomatists were born at the age of sixty-five. But it is not merely in this large and elementary sense that I criticise the sufficiency of the historical distinction here. It is in a more practical and political sense, as affecting the concrete cases. There is, of course, a genuine aspect in which Germany is much older than America. But it is far from being the most important aspect; and by considering this aspect alone we lose nearly all the rescue of civilisation.

Now it is a common charge against the American Republic that it is unhistoric and has no past; but the charge is singularly false. It has a past which is not only historic, but heroic. Nay, it is heroic not only in the normal sense of things that are historic, but almost in the sense in which we speak of the prehistoric. We feel there was a heroic age of the Republic; and a legend of its founding, like the legend of Rome. Its founders built on affirmations

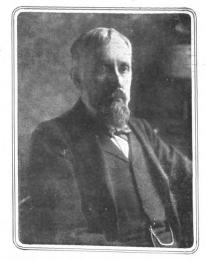


A GREAT LOSS TO THE LONDON STAGE: THE LATE SIR GEORGE ALEXANDER.

Sir George Alexander, the famous actor, died at 153 home, Little Court, Chorley Wood, on March 16, after a long illness. He was lessee and manager of the St. James's Theatre for over twenty-five years, and was knighted in 1911.—[Photograph by Annana.]

so wide and (as they themselves truly said) so self-evident that there was something about them beyond place and time. There really is something about the Declaration of Independence that is almost like the stone tables of the Ten Commundments. It is so much a fact that, if we like, we can even make fun of it; and the Americans themselves do make fun

of it. In their own stories they do treat the cherrytree of George Washington as something like the apple-tree of Adam. In their own lighter moments, they do seek to imply that Benjamin Franklin must have been as much of a bore and a nuisance as Socrates. But men only deal thus lightly with things that they feel as ancient and fundamental; and there



THE NEW CHAIRMAN OF THE IRISH NATIONALIST PARTY: MR. JOHN DILLON, M.P.

Mr. Dillon was unanimously elected Chairman of the Irish National's Party to succeed the late Mr. John Redmond, He addressed his first public meeting in that capacity at Enniskillen on March 17, when he denounced the Sinn Fein movement.—[Pictograph by Haines.]

is this feeling about the American fundamentals. It does not, for instance, seem unnatural to talk about the Fathers of the Republic, as we talk of the Fathers of the Christian Church or of the old pagan city. And the idea for which they stood is one that can never be merely new-fangled, just as it can never be merely old-fashioned; something which can be denied, but can never be discredited; something which they expressed far better, but which fin the looser language of modernity) is expressed best by saying that the normal man must be master of the national fate.

And, just as America is made out much rewer than she is, Prussia is made out much older than she is. Especially does she make herself out much older than she is. Especially does she make herself out much older than she is. The first luxury of a parvenn is a pedigree. And the pedigrees which the North Germ'n princes trail behind them, like their royal robes and their military sabres, are morally unreal even when they are not materially untrue. They trace them back through a tangle of semi-savage tribes that played no real part in history, and only filled a German wilderness, as the Red Indians filled an American wilderness. The importance, the identity, the unity of what men call Germany is a thoroughly modern thing. When will be fact may reflect upon modern things. We might well say, indeed, that Prussia and America are contemporaries; and that is the most profound and spritual sense in which they are rivals. They are the two new nations, standing for the two international ideals. It was not till the middle of the eighteenth century that either America or Prussia really became a power at all. It was not till the middle of the nineteenth century that the great foreign wars were fought which finally united the German Empire. It was not till the middle of the nineteenth century that the great foreign wars were fought which finally united the American Republic. Both have vast populations and variegated territories; both have increased in modern industry and commerce; both have been wise

enough to allow not a little local government, yet both have been lucky enough to create not a little common patriotism. The resemblances between them are many and unmistakable; and the difference between them is the difference between darkness and light.

These two new nations were the two great creations of the Age of Reason. One employed reason as a means to discover justice; the other employed reason as an excuse to justify injustice. That was the very simple difference between the Deism of Jefferson and the Atheism of Frederick the Great. Both States emerged when the mediæval oreal. Both states emerged when the mediaval civilisation seemed to have perished, and the war or religion—in which it had perished—had themselves died away. Both even stood in a sense for a new freedom, which was in one adventurous, and in the other only cynical. But the convention other only cynical. But the one was the freedom which frees the slave; and the other only the freedom that frees the tyrant. In America it was the Citizen who was unchained; but in Germany it was the Government, and an unchained Government has since then raged round the world like a wild beast let loose. The American innovation only destroyed the tyrannies of the Middle Ages, or what were believed to be the tyrannies of the Middle Ages. The American innovation was that aristocracy must no longer be absolute. The sole and supreme Prussian innovation absolute. The sole and supreme Prussian innovation was that chivalry need no longer be chivalrous. The great Teutonic emancipation simply meant that a knight need not be knightly, and that there was no necessity for a nobleman to behave like a gentleman. But he was to retain all the privileges of a nobleman and all the wearons of a knight; he was in years. and all the weapons of a knight; he was in no sense whatever to become a citizen. In short, the scepticism of the eighteenth, and to some extent of the nineteenth, century was used in two directly contrary ways by these two new civilisations, both prosperous, and both in a sense progressive. It is no exaggeration to say,

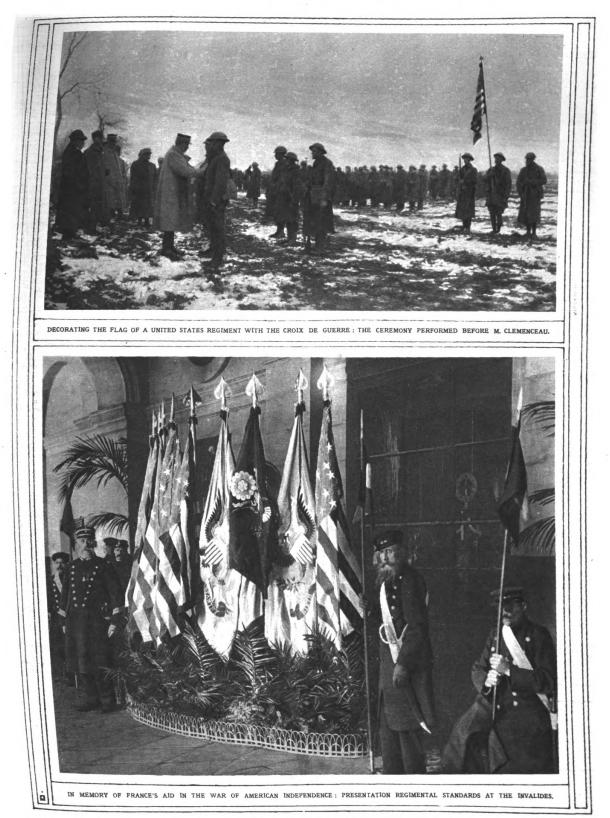


A FAMOUS LONDON PREACHER AND OXFORD DIVINE:
THE LATE CANON SCOTT HOLLAND.

Canon Henry Scott Holland was for many years Precentor of St. Paul's, and made a great reputation as a preacher. In 1910 he became Region Prcfessor of Divinity at Oxford. In 1893 he declined the bishopric of Norwich.—[Ph.tograph by Elliott and Pry.]

as I have said, that one was a return to a primeval light, and the other to a primeval darkness. And if there were no such thing as Belgium, no such thing as France, no such thing as England, no such thing as Europe, on the whole face of the planet, these two spirits would have rushed into collision in such a war as was never seen under the sky.

## FRANCE HONOURS AMERICAN FLAGS: IN THE FIELD: THE INVALIDES.



Several American flags are on display at the Invalides in Paris, all connected with the present war. That borne in action by the corps of American Volunteers who served with the French Army as a unit, before the United States joined the Allies, was laid up there in January, on the men of the corps joining the American regiments landed in France. Others, seen above are standards—of the American American regiments mattern—

recently offered to United States regiments now at the front on behalf of descendants of Lafayette's comrades who fought in the American War of Independence. The upper illustration shows the unique incident of the French Croix de Guerre being publicly conferred, in the presence of M. Clemenceau, on the flag of a United States battation for distinction in action on March 7.

# THE WRECKED STAINED GLASS OF RHEIMS CATHEDRAL: SALVAGE WORK.



put forward, and again denied by the Archbishop, Cardinal Luçon, and the French com-mander. Some of the stained glass has been collected with a view to reconstruction. The work of removing fragments still left in the windows was extremely difficult and dangerous,

# UNDERGROUND ON THE BRITISH FRONT: MASTERING THE SUBSOIL.

BRITISH AND AUSTRALIAN OFFICIAL PHOTOGRAPHS,



and New Zealand miners, who fought the Germans back underground from gallery to gallery, blowing them up again and again. . . On each side of the galleries were rooms carved out of the chalk. . . Not far away was a room from which a fierce heat came and a smell of good food cooking. It was the kitchen, with hig stoves and ovens, where meals were being cooked by sweltering men, within a few yards of the front-line trenches. . . In other rooms were field dressing stations."

#### THE NEW AIR FORCE, AND ITS

By C. G. GREY.

A

THE official announcements recently made concerning the constitution of the new Air Force cerning the constitution of the new Air Force seem to afford fairly general satisfaction to those most concerned—namely, the officers and men of the Flying Services. The ranks adopted for the Air Force are entirely military, which is a very distinct relief to those who feared that attempts might be made to coin new words for the titles of the officers. be made to coin new words for the titles of the officers.

It was said jestingly that the Commander-in-Chief of the Air Force was to be known as the Heliarch. The idea was not without merit—as a jest. Every aircraft is driven by a screw, or helix. The C.-in-C. might govern by putting the screw on his subordinates. What, then, could be more apposite than the rendering into bad Greek of the title of "Screw-governor"? Also it was suggested that the commanders of air fleets should be known as Airmirals, a cacophonous adaptation of the word Admiral which might well find favour with those who are ever seeking after some new thing, regardless of consequences.

Happily, these and other worse attempts failed to find favour, and the officers of the Air Force will lead their men to glory under the time-honoured titles which have been made famous by the King's Army. Whether the small number of naval officers who originally formed the nucleus of the R.N.A.S., and now occupy the senior commands in that Service, will cheerfully abjure their naval rank and adopt military titles is another matter; but their number is comparatively small, for the bulk of R.N.A.S. officers are civilians who joined before or since the outbreak of war, and who will not be greatly troubled by changing their titles.

Those of either Service who do not like the change have the option of returning to their original Service without loss of their seniority in that Service. But it is expressly stated that R.N.A.S. or R.N.V.R. officers attached R.N.A.S. who have not served with the Navy prior to joining the R.N.A.S. cannot claim to be given commissions in the N.A.S. Cannot claim to be given commissions in the Navy if they elect to leave the Air Force. And, similarly, R.F.C. officers who joined the R.F.C. direct, and are not seconded thereto from the Army, cannot claim commissions in the Army if they leave the Air Force. Such officers, if they leave, are liable to be conscripted into the ranks.

However, it is hardly likely that anyone who is now in the R.N.A.S. or R.F.C. will want thus to now in the Kirking. On Kirking the ball that says a sacrifice his commission, even if assured of a commission in either of the Senior Services, for everything points to a particularly brilliant future for the Air Force. The new force is practically under the control of the same soldiers who have made the R.F.C. about the most perfect fighting machine in the world. The pro-

duction of material for the force is in the hands of the same engineers who in the past twelve months have made the R.F.C. at least as well equipped as any other flying service, despite the fact that at the end of 1016 it was inferior equipment to both the German and French services. One may say confidently that to-day Great Britain is the leading Aerial Power. and that, barring accidents, the supremacy of the Allies in the air will be maintained and even increased.

It is worth while here to consider how this very desirable state of affairs has come about, for until a year

or so ago the people of this country, and their representatives in Parliament, took remarkably little interest in the Flying Services, and certainly did not realise the immense importance of air power. Now it is fairly generally recognised that air power is at. least as important to our future existence as a nation as is sea power.

Imprimis, there have always been, since the earliest days of flying, some brilliant officers in both

Services who recognised the future importance of aircraft. Before the war they were hampered by lack of money in their desire to build up a great air force. For the same reason, our aeroplane and engine designers—always, in fact, ahead of the world in their designs—were unable to produce the machines which they had on paper in their drawing offices. Very gradually, after war broke out, people at



A RECENT-TYPE MACHINE THAT IS PROVING HIGHLY SUCCESSFUL IN WINNING AND MAINTAINING OUR AIR SUPREMACY ON THE WESTERN FRONT: A BOMBING HANDLEY-PAGE AEROPLANE; ALSO A BRITISH DIRIGIBLE Photograph by C.N.

home began to learn from the people at the front that aircraft were vital to the success of the Army. Still more slowly-not, indeed, until submarine war

Army, out of sight in France and elsewhere, must be at the mercy of the enemy. It is curious to remember that we owe much of our present dominant position in the air to the lessons taught us by an enemy who hoped only to terrorise us.

However, after a series of Advisory Committees and of Air Boards without executive power, the real movement began with the creation at the beginning movement began with the creation at the beginning of 1917 of the first real Air Board, with Lord Cowdray as President, and Mr. William Weir as Controller of Supplies. It is to that Board that the Flying Services of to-day, and the Air Force of next month, owe their present happy position. Lord Cowdray, a great engineer, and Mr. Weir (who soon afterwards became Cir. William) represented the whole scheme of sumplies Sir William) reorganised the whole scheme of supplies and entirely altered the policy by which aeropl had been produced.

British aeroplane designers and engine designers re encouraged to do their best and to produce new type after new type in experimental form, in the hope of always having a new machine in hand which would be better than the enemy's best. This hope has been fully reached, and the policy which prompted it has been more than justified. To-day our aviators at the front are far better mounted than are the enemy.

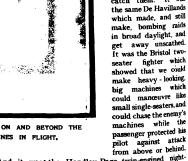
We. with our national fondness for self-depreciation have always thought too much of our rivals or our enemies. All the world knows, through us, of the excellence of the Taube monoplanes in their day, of the Aviatiks a little later, and in more modern times of the Albatros—which, by the way, is spelt with one s" and not with two in its German form. We have cried aloud the excellence of the Gotha, and of the new Riesenflugzeugen, or giant aeroplane, as a class, though we do not know even the names of the makers. We have advertised free of charge the Mercédès and Benz engines. In fact, neutral countries must by now believe that we think more highly of the enemy's aeronautical engineers than of our own.

Even our Allies' aeroplanes we applaud before those of British origin. Who ever heard of British aeroplanes when Blériot and Farman were household words? To-day, all know of the huge Italian Caproni triplanes, and of the smaller S.I.A. biplane which flew from Turin to London, and has lately been admired

by thousands in Trafalgar Square.

Let us therefore, by way of a change, recite some of our own merits. It was the British Sopwith two-seaters which first put a stop to the dominance of the Albatros in France. It was the Sopwith "Pup" and the Sopwith "Camel," single-seat fighters, which definitely showed the enemy that we were his betters at aeroplane design. It was the British his betters at aeroplane design.

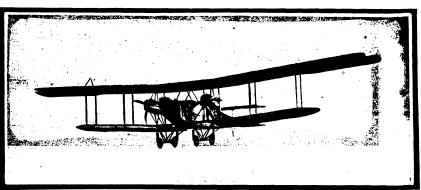
De Havillands, with British Rolls - Royce engines, which showed the Hun that we could build two-seater reconnaissance machines so fast and so high-climb-ing that his best fighting machines could not catch them.



And it was the Handley-Page twin-engined nig

onu it was the Handley-Page twin-engined night-bombers which showed the enemy what could be done in the way of carrying big bombs.

It is thanks to the designers of these machines that the Air Force is able to fight and beat the enemy when and where he pleases. And, happily, we have newer and better aeroplanes and engines coming through to-day to go on beating the enemy when he through to-day to go on beating the enemy when he himself improves his equipment.



THE BOMBING BY THE BRITISH OF GERMAN GARRISON TOWNS AND MUNITION-WORKS ON AND BEYOND THE RHINE: ONE OF OUR LONG-DISTANCE CRUISING HANDLEY-PAGE BOMBING MACHINES IN FLIGHT.

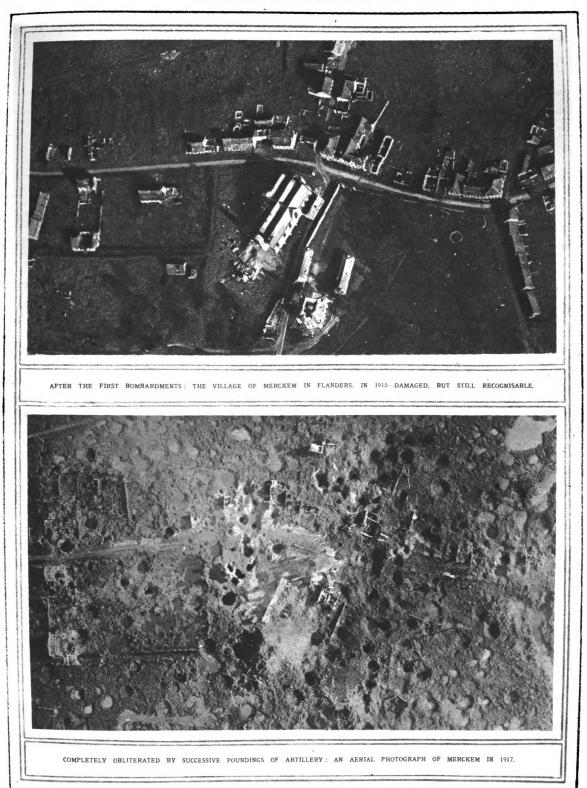
became intense-did they learn that aircraft were vital to the success of the Navy. In course of time, agitations in Parliament and out impressed on the

whole nation the necessity for Air Power.

These agitations, be it said, were very greatly assisted first by Zeppelin raids, and later by aeroplane raids, for these raids brought home better than anything else the fact that, without aircraft in vast quantities, the whole country, and not merely the

# AS SEEN FROM THE AIR: A VILLAGE GRADUALLY DESTROYED BY SHELLS.

PHOTOGRAPHS BY THE SECTION PHOTOGRAPHIQUE OF THE BELGIAN ARMY.



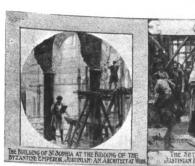
Aerial photography shows more vividly than anything the havoc of war on a town or village taken as a whole. Describing these two examples, a French writer says: "An aeroplane flew over this district in 1915, and the observer has preserved the view (in the upper illustration) of this charming, village as it then appeared. The château, one of the most notable of Western Flanders, is that of the Baron of Coninck. War has already passed that way. The church-tower has been struck by a shell, and the castle

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itself has suffered, but the village still preserves its ensemble. An aeroplane again flew over Merckem in 1917, after the departure of the Germans, driven back to the edge of the Forest of Houthulst, and here is the photograph which the observer obtained! It looks as if ages had passed since the first view was taken, as though life had ceased upon a frozen planet for a thousand years. It resembles the surface of the moon. But, no! It is the unfortunate village of Merckem—all that is left after a deluge of shells."







#### SCIENCE JOTTINGS.

WAR-TIME WARFARE ON BIRDS.

THE Report of the Royal Society for the Protection of Birds for the year 1917 will assuredly not prove pleasant reading at the Board

We paid heavily for this piece of folly last year, and we shall be called upon to pay no less heavily during the critical months before us.

The hedge-sparrow, unfortunately so called, is in no way related to the house-sparrow; it is as useful

MOVING A BIG HUT BODILY BY MAN-POWER: A REMARKABLE FEAT BY THE EGYPTIAN LABOUR CORPS

of Agriculture. Yet it cannot be gainsaid that that Report is in any way unfair, or hypercritical, in its indictment of the Board and its strangely inept attitude in regard to all that concerns economic ornithology and agriculture.

The Board of Agriculture ranks among the foremost of our scientific institutions, and it is therefore not a little disconcerting to have to admit that, in at least one of its activities, it is far from living up to its reputation.

The Royal Society for the Protection of Birds has no official status and a very limited income; but it is well for the country at large that it has undertaken to do its best to carry out the work which should be done by the Board of Agriculture. That this should be so, at the present juncture, is lamentable. Our food supplies from overseas are curtailed and jeopardised by submarines; and our crops, in like manner, are being seriously jeopardised and curtailed by "sub-terrains" in the shape of noxious insects. Yet, in the face of this, the Board organises "sparrow-clubs," thoughtlessly calculated to reduce to an alarming extent our increased need—now that labour is so short—of insectivorous birds; and, if this were not enough, it ignores the use of poison to accelerate that destruction, even though the use of poison is forbidden (and rightly) by the law of the land.

That the house-sparrow (Passer domesticus) requires some "thinning out" goes without saying. But to seek to achieve this by invoking the aid of school-children, and equally irresponsible and indiscriminating "sparrow-clubs," is, to say the least, incredibly stupid. Sparrows do not nest in hedges, the only places accessible to children; and the term "sparrow," moreover, ought not to be interpreted to mean any small bird—but this, as might have been foreseen, is what was done during the sparrow-war of 1917. As a consequence, countless insect-eating birds of priceless value to the farmer and gardener were slaughtered.

as the other is harmful—yet it was slain without mercy, as were warblers, tit-mice, and numerous other insect-eaters and species which live upon the

upon insects. Hence its reduction is to be taken in hand discreetly.

We shall never mend our ways in this matter till we readjust our mental compasses. In this country there is a rooted conviction that the study of omithology is not one to be taken seriously, but rather as a harmless "hobby " of no " practical " use whatever. Nothing could be further from the truth, as we are now finding to our cost. The Board of Agriculture, having no data of its own, is swayed now this way and now that by conflicting assertions. Now and again it makes a show of authority by the publication of "leaflets," which cannot, for the most part, be regarded as serious contributions.

On the Continent, in Canada, and in the United States the study of birds in their relation to man is carried on by means of an official. Bureau of Ornithology," whose work consists not in compiling information gleaned at second-hand, but from actual research in the field and laboratory. It is surely little to our credit that we lag behind in this. It does not suffice to limit these inquiries as to the relation of birds in regard to their harmfulness, or otherwise, to our crops and fisheries; for, if that be done, aspects of the highest import in regard to these very subjects will inevitably be overlooked. The unrestricted freedom accorded in the past to the game-preserver and the gamekeeper has begotten the hordes of rats and mice which now levy a toll on our food-supplies amounting to millions of pounds sterling annually—to say nothing of their activities in the spread of disease. The inevitable destruction of our woodlands during the war is preparing a nidus for myriads of noxions insects, which will find a congenial home and breeding-places in the decaying stumps of the felled trees. Unless insect-eating birds are rigorously protected, re-afforestation of these depleted areas will be impossible for years to come.

The Board of Agriculture should have a policy to pursue in regard to these matters. It can have none at present, because it has no data whatever on which to base any plan of action. This state of things ought



A TURKISH DEVICE TO CHECK OUR TROOPS IN PALESTINE: PITS DUG IN FRONT OF ENEMY TRENCHES.

The Turks dig rows of circular pits outside their trenches to impede a British attack. These pits are about 5 ft. deep by 4 ft wide at the top, lessening to about 2 ft. at the bottom.

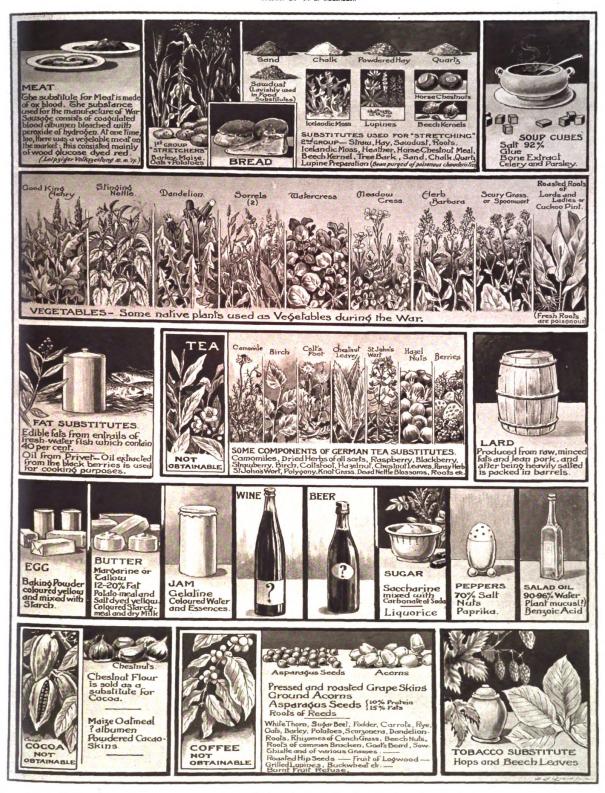
seeds of noxious weeds. But even the housesparrow has some redeeming features, for during the first few days of their existence they are fed condition.

not to be, and it is devoutly to be hoped that matters will not much longer remain in this deplorable condition.

W. P. PYCRAFT.

### OUR ILL-FED FOES: SOME INGENIOUS GERMAN FOOD SUBSTITUTES.

DRAWN BY W. B. ROBINSON.

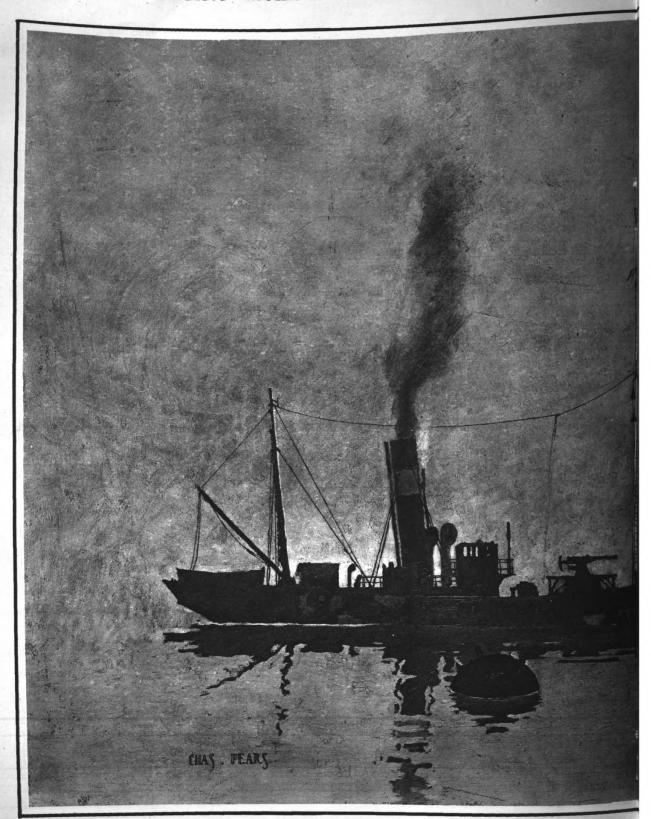


### HOW GERMANY SEEKS TO MAKE GOOD HER SHORTAGE OF FOOD-STUFFS: WILD PLANTS AND OTHER SUBSTITUTES.

The extent to which Germany has been reduced to using food substitutes is hardly realised, and greater knowledge on the subject might check the laments of some who grumble at the minor inconveniences to which we in this country are subjected. It has been stated that there are now ten thousand substitutes for real food on the German market, and while this certainly shows ingenuity and organisation, it at the same time indicates a serious state of affairs. According to one authority, Leipzig bakers have since last fully have required to make bread of mixed turnin and potato meal, while various

repellent substances known as "flour-stretchers" are used almost everywhere: German tea is made of an assortment of leaves and grass, coffee of acorns, roasted grape seeds, and asparagus seeds, while cheese, of the "Hungarian" variety, is described as "a mixture of dairy refuse, red pepper, and brick dust." "The new officially ceasored beer of uniform colour and gravity," it is said, "has a bloom like the bloom of a cornflower." It is not, of course, known how far Germany's food supplies have increased by her progress in Russia.—[Drassing Copyrepted in the United State and Conside.]

### DANGER-POINT WARNING: ONE OF OUR PATROL SHIP

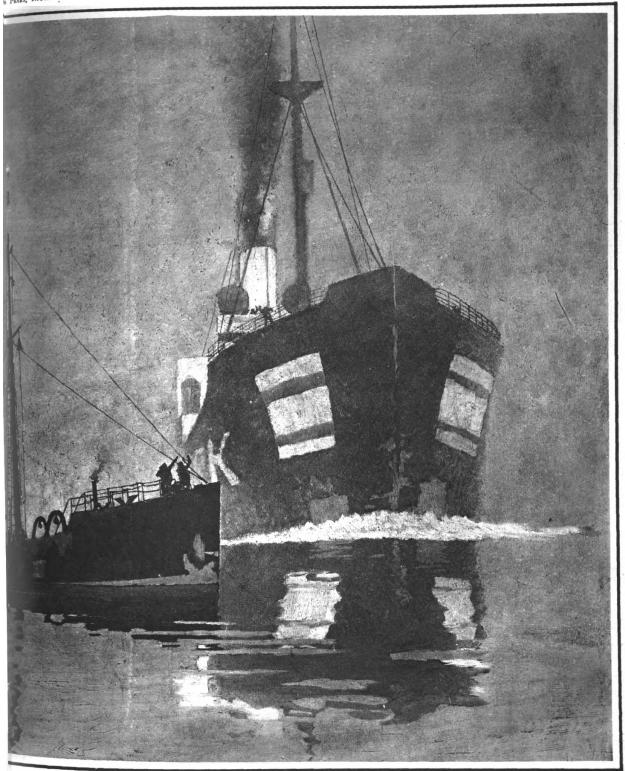


### STANDING BY A DRIFTING MINE: A BRITISH MINE-SWEEPER TURNING ASIDE AN

One often sees, where there is a temporary street obstruction in the roadway, from a hole in the wood or stone pavement, or a break-up in the asphalte, particularly in foggy weather and after dark, a watchman with red lights installed close at hand to prevent traffic blundering into the obstruction and meeting with an accident. A similar to the contract of the con precaution is shown taking place at sea, on a trade-route, in emergency circumstances. The hold-up is, of course, likely to be only temporary; but until the drifting mine can be disposed of, by sinking it or towing it away, the patrol-vessel stands by the mine to warn—as shown, by hailing—vessels approaching the danger. Where

### PS' EVERYDAY SERVICES TO NEUTRALS AND OTHERS.

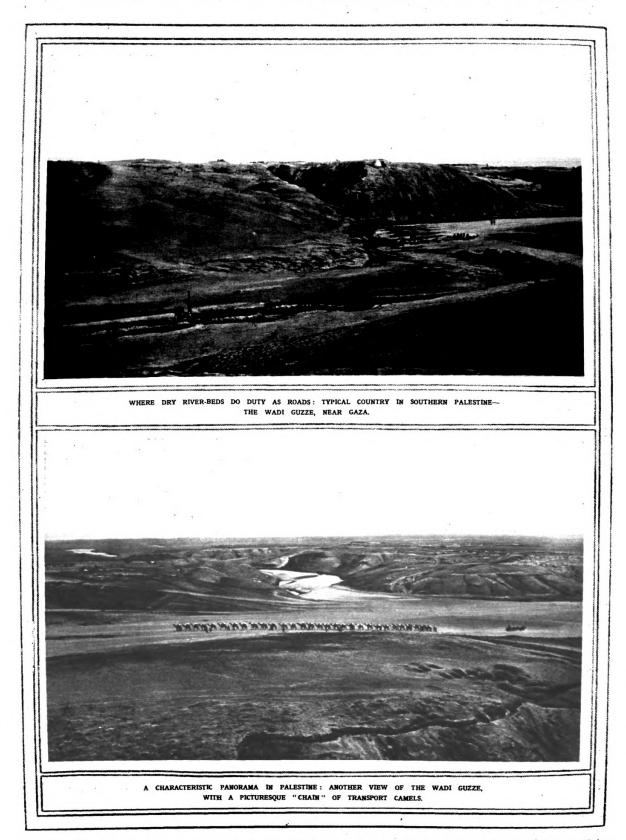
S PHARS, R.O.L



### APPROACHING NEUTRAL CARGO-SHIP FROM A MINE ADRIFT ON THE SURFACE.

also one mine drifts, others, in like manner broken loose from moorings or from a mine-field in the vicinity, may be drifting. The enemy, as we know from the experiences of many vessels, are given to moor mines in twos or clusters, with the same anchoring chain to the bottom for each group, so that if the anchor-chain breaks, the mines get loose together, and may drift away in a string, or one after the other. The neutral seen is, from the bow markings, a Spaniard, with a yellow patch barred by two crimson bars, such as passers over London Bridge may see constantly, similarly marked lying in the Pool.—[Drawing Copyrighted in the United States and Canada.]

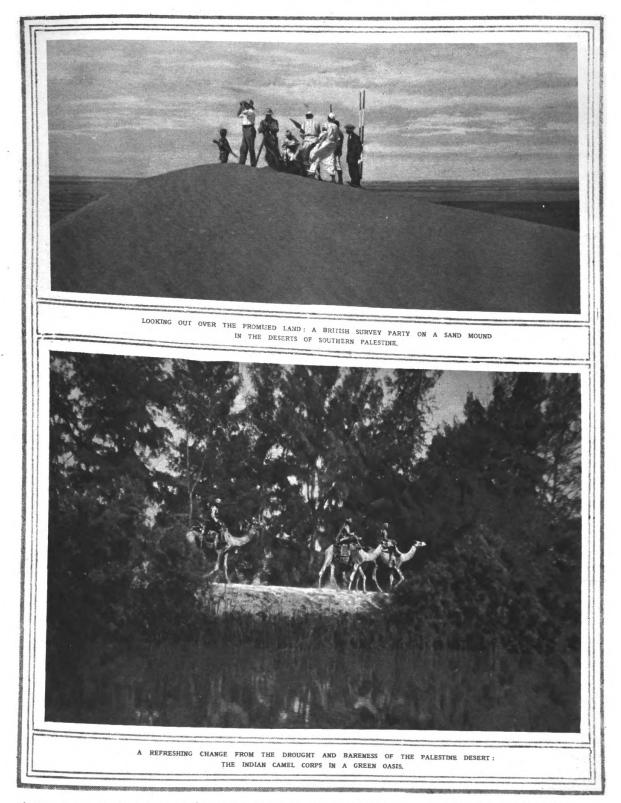
### THE TERRAIN OF THE PALESTINE CAMPAIGN: A LAND OF WADIS.



The character of the country traversed by our troops in Palestine has changed with the advance north of Jerusalem into a rugged mountainous region. Photographs of these recent operations are, of course, not yet available, but those given above afford acceptance of the terrain crossed earlier in the campaign. In his review of events up to the capture of Jerusalem, General Allemby writes: "Owing to the steep banks of

many of the wadis which intersected the area of operations, the routes passable by wheeled transport were limited, and the going was heavy and difficult in many places. Practically the whole of the transport available in the force, including 30,000 pack camest, had to be allotted to one portion of the eastern force, to enable it to be kept supplied with food, water, and ammunition at a distance of 1.5 to 20 miles in advance of railboad."

### PALESTINE CONTRASTS: DESERT SANDS AND RICH FOLIAGE.



A striking contrast in natural scenery is presented by these two photographs, illustrating the earlier phases of the British campaign in Palestine. In the upper one a survey party is seen at work in the desert. The man in civilian clothes on the right is an interpreter. In the background on the left is a soldier of an Indian infanty escort. The lower photograph shows some of the Indian Camel Corps passing through a very different scene, a road bordered by trees in full foliage and, on the near side, by a piece of water

banked with bushes and grass. This oasis of cool greenery must have been very welcome after the drought and heat of the wilderness. Several references to the valuable work of the Imperial Camel Corps occur in General Allenby's despatch detailing the events of the campaign from the date of his assuming the command up to the fall of Jerusalem. Thus the Camel Corps took part in the capture of Beersheba, and in the pursuit of the Turks after they abandoned Gaza.

### A HISTORIC PHOTOGRAPH: THE SURRENDER OF JERUSALEM.

COPYRIGHTED BY THE AMERICAN COLONY PHOTOGRAPHERS, JERUSALEM.



WITH THE WHITE FLAG: THE MAYOR OF JERUSALEM COMING OUT TO SURRENDER THE CITY TO GENERAL ALLENBY— MEETING THE FIRST BRITISH OUTPOSTS.

This photograph, which has only just reached England, is unique and historic. It is from the only negative taken on the morning of December 9, when Jerusalem was surrendered to General Allenby's army. It shows the Mayor of Jerusalem (with walkingstick and cigarette) and a white flag party on arrival at the first British outpost. The Mayor came out with the flag of truce at 8 in the morning, and from the outpost where he presented himself was passed on, under escort, to the General's headquarters, where

the formal surrender was arranged. "The ceremony was very brief. The General gave the Mayor instructions for the maintenance of order and had guards placed over the public buildings outside the city, but no soldier of the King passed within the walls that day." Guarda were also posted at the gates of the city, and General Allenby made his official entry into Jerusalem at noon on December 11. This entry, it may be added, was characteristically free from anything approaching pageantry or bombast.

THE THE RESIDENCE OF THE PROPERTY OF THE PARTY OF THE PAR

### WELL-KNOWN M.P. ON "PELMANISM."

### 81 Admirals and Generals now Enrolled. 75 ENROLMENTS IN ONE FIRM!

"DELMANISM" continues its extraordinary progress amongst all classes and sections of the community.

To the many notable endorsements of the System which have been already published there is now added an important pronouncement by a well-known M.P.—Sir James Yoxall, whose eminence, both as an educationist and as a Parliamentarian, gives additional weight to his carefully considered opinion.

"The more I think about it," says Sir James Yoxall, "the more I feel th Pelmanism is the name of something much required by myriads of people to-day."

He adds: "I suspected Pelmanism; when it began to be heard of I thought it ackery. Now I wish I had taken it up when I heard of it first."

was quackery. Now I when I had taken it up when I neare of it like.

This is very plain speaking; but plain speech is the keynote of the entire article. Thus one of the greatest national authorities upon the subject of education adds his valuable and independent testimony to that of the many distinguished men and women who have expressed their enthusiasm for the new movement.

who have expressed their comments are now Pelmanists, and over 20,000 of all ranks of the Navy and Army. The legal and medical professions are also displaying a quickened interest in the System—indeed, every professional class and every grade of business men and women are enrolling in increasingly large numbers.

Scoral prominent firms have paid for the envolment of eight, ten, or a dozen members of their staffs, and one well-known house has just arranged for the envolment of 75 of the staff.

With such facts before him, every reader of The Illustrated London News should write to the address given below for a copy (grafis and post free) of "Mind and Memory," in which the Pelman Course is fully described and explained, together with a special supplement dealing with "Pelmanism as an Intellectual and Social Factor," and a full reprint of Truth's remarkable Report on the work of the Pelman Institute.

A DOCTOR'S REMARK-ABLE ADMISSION.

FASCINATION OF THE "LITTLE GREY BOOKS."

Within the past few weeks several M.P.'s, many members of the aristocracy, and two Royal personages, as well as a very large number of officers in H.M. Navy and Army, have added their names to the Pelman registers.

One of the most interesting letters received lately comes from a lady in the Midlands. Being 55 years of age and being very delicate, she had her doubts as towhether she should take a Pelman Course. She consulted her son, a medical practitioner, who at first laughed at the idea but

A Chief Jeasies of the Pelman Institute.

exercises. Indeed, it is no exaggeration to say that an overwhelming proportion of Pelmanists describe the exercises as "fascinating," "delightful," "the finest mental recreation I have known," the would instantly entol for a Pelman Course at any cost if they only realized a tithe of the benefits evidence: —"If people only knew," he says, "the doors of the Institute would be literally beinged by ager applicants."

The Course is founded upon scientific facts that goes without saying. But it presents those facts in a practical, very-day fashion, which enables the student to apply, for his own aims and purposes, those facts without "fagging," at the hundreds of scientific works which he might object read without gaining a fraction of the practical inform.

Every day brings its batch of flattering letters. Upon a recent morning there came to hand letters of praise from the following persons:—

A British General. She consulted her son, a medical practitioner, who at first laughed at the idea, but promised to make inquiries. The outcome was a letter in which the Doctor wrote:

"'Pelmanism' has got hold of me. I have worked through the first lesson and . . . I

His experience tallies exactly with that of Sir James Yoxall, M.P., Mr. George R. Sims, and a host of other professional men (doctors, solicitors, barristers, &c.), who have admitted that their initial scepticism was quickly changed into enthusiasm.

### "Truth's" Dictum.

Truth puts the whole matter in a nutshell in its famous Report on the work of the Pelman Institute-

"The Pelman Course is to the well-educated, and still more valuable to the half-educated or the superficially cated. One might go much farther and educated. Une might go much include nucleocated that the work of the Pelman Insti-tute is of national importance, for there are few people indeed who would not find themselves mentally stronger, more effi-cient, and better equipped for the battle of life by a course of Pelman training."

prase from the following persons:

A British General.

A Chief Justice of the High Court of —

Z Flying Offuser.

A Business Manager.

A Business Manager.

A Woman of Independent Means.

A Solicitor.

3 Clerks.

C Change

A Clergyman 2 (no occupa

3 Clerks,
A Clergyman.
2 (no occupation stated).

A system which can evoke voluntary testimony from such widely different classes is well worth investigation. Who can afford to hold aloof from a movement which is steadily gaining the support of all the ambitious and progressive elements in the Empire? In two consecutive days recently two M.P.'s and a member of the Upper House enrolled, Run through the current Pelman Register, and therein you will find British Consuls, H.M. Judges, War Office, Admiralty, and other Government Officials, University Graduates, Students, Tutors, Headmasters, Scientists, Clergymen, Architects, Doctors, Solicitors, Barristers, Authors, Editors, Journalists, Artists, Actors, Accountants, Business Directors and Managers, Bankers, Financiers, Peers, Peeresses, and men and women of wealth and leisure, as well as Salesmen, Clerks, Typists, Tradesmen, Engineers, Artisans, Farmers, and others of the rank-and-file of the nation. If ever the well-worn phrase, 'from peer to peasant,'' had a real meaning, it is when applied to Pelmanism. the well-worn phrase, "from peer to peasant," a real meaning, it is when applied to Pelmanis

### Over 250,000 Men and Women.

Casily Followed by Post.

"Pelmanism" is not an occult science; it is free from mysticism; it is as sound, as sober, and as practical as the most hard-headed "common-sense", business man could desire. And as to its results, the follow with the same certainty with which miscular development follows physical exercise. It is nowhere pretended, and the inquirer is nowhere lead to suppose, that the promised benefits are gained "magically," by learning certain formula; or by the cursory reading of a printed book. The position is precisely the same, again, as with physical aculture, magically, the same, again, as with physical culture, businesses. The improvement begins with the first lesson, and the mast practise the physical exercises. Similarly the Pelmanist knows he must practise mental exercise.

"The Finest Mental Recreation."

"Exercises," in some ears, sound tedious; but tevery Pelmanist will bear out the statement that there is nothing tedious or exacting about the Pelman as a state of the present and from the person and fine personal difficulties and problems.

Pelmanism is fully explained and described instructors at the Institute in solving particular institute, will be sent, graits and post free, to any reader of The Illustrated London News who had reserved to the Pelman and there is nothing tedious or exacting about the Pelman had been solved and research the promise of the Pelman and the succession of the Pelman and the succession of the Pelman and the promise of the promis



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List

### LADIES' PAGE.

MR. ASQUITH has, very naturally, expressed his full assurance that a large proportion of the new women voters will ally themselves with the Liberal Party. Very likely he is right, for the curious franchise qualification devised for women is the neatest possible arrangement for minimising any special results from their votes. Five out of every six of the new female electorate are qualified to vote merely as the wives of male electors; while the independent, self-supporting women, by the refusal to them of a lodger and service franchise, will be mainly still kept from the polls. Now it is only reasonable to anticipate that most wives will vote, notwithstanding the secrecy of the ballot, under their husbands' influence and direction. As Mrs. Seddon, wite of the famous Premier of New Zealand, said to me when I asked her if the wife's vote there had tended to cause "discord in the family"—which was a favourite bugbear of past discussions—"We find," said Mrs. Seddon, "that there is very apt to be a family vote. When a husband and father is all that he ought to be, not only his wife, but his sons and daughters too, are likely to think as he does, and all go to vote on the same side." The wife's vote, especially when she owes her possession of the right entirely to being her husband's wife, must be, in short, much of the nature of the old "faggot votes." This is inevitably the case.

When the Married Woman's Property Act was under discussion, a great Judge said that he believed it would make no difference, for there hardly existed wives who could not be "either kissed or kicked" out of their money! This may, at any rate, be the case with the wife's vote. Indeed, wives will frequently even regard the vote, coming to them solely because they are their husbands' wives, as something over which a sort of marital right of control justly exists. Lawyers call the jewels with which a man supplies his wife "paraphernalia"—not as her own actual property, to dispose of in her lifetime and to bequeath at her death as she wills, but as still the husband's legal possession, which the lady may call her own, but which she only has and wears at his pleasure and for his honour and glory. The vote, coming in the same way, will be morally regarded by many dutiful wives, and perforce by others under pressure from masterful husbands, as "paraphernalia." Then, political ignorance and irresponsibility about politics have been hitherto cultivated in women: is it reasonable to expect a generation brought up under that influence to develop initiative and courageous independence? Or is it not probable (as it is, in fact, trie that the average wife will say that her husband understands such matters more fully than she does, and that she had better simply adopt his opinions and act by his directions? Such was, no doubt, the expectation with which the vote has been given to wives and refused to a large proportion of the self-dependent women. We must not look for any



FOR OUTDOOR WEAR.

oat and skirt of navy-blue serge with a waistcoat, now so much vogue, of French red. Straps of the same shade adorn the cuffs.

vast immediate results, therefore, from the enfranchisement of five million married women. Still, evolution can be very rapid, and it may prove wonderfully soon

that wives will gain individual judgment and conscience in the use of their new power in the State. In Mr. Gerard's very interesting book on his "Four Years in Germany," there is an amusing tale showing how one of the ultra-repressed, secluded girls of Egypt had soon developed individuality and will-power. Mr. Gerard says that some Ambassadors (himself from the United States amongst them) were accredited in general terms to "Germany," while others were specifically sent to each and all of the petty potentates of the German Empire. The King of Saxony decided within himself to resent such neglect by refusing to shake hands with anybody connected with the Legations not specifically accredited to himself; so when Mr. Gerard held out his hand it was not accepted. But presently after came along the wife of the Turkish Ambassador, and she was an Egyptian Princess, the daughter of a Khedive. When the King of Saxony took no notice of her proffered hand, this harem-bred lady did not meekly accept the snub, but she "went around the King of Saxony," found his right hand, which he had put behind him, and brought it to the front and shook it warmly! Well may Mr. Kidd, in his new book, say that even in the course of one generation a complete change in morals and manners may often be effected.

women in war work have taken to wearing plain uniform in an unnurmuring and even satisfied manner that goes to confirm this view of the astonishing ease with which complete changes are brought about under some conditions. Nevertheless, the milliners believe that there are plenty of customers remaining, and they are producing new spring models accordingly. The greatest novelty that Paris has so far sent over is the turban toque—a genuine swathed turban, to be worn straight on the head and pulled down nearly to the eyebrows, the hair being almost entirely hidden. Chiffon or tulle or soft satin is twisted to build one of these turbans, either in a single colour, or varied by the use of a shot or shaded material, or by part of the turban being wound in folds of one shade, and then another shade being taken and twisted in. Thus, a very full turban that I have seen is swathed of chiffon of intermixed brown and orange tints, with a gold tassel falling behind the right ear; while another is wholly of shaded grey, a long end of the tulle being left falling at the back to bring round the throat and hang down over the shoulders; and a third is of very soft white satin and black tulle cleverly twisted together, the black also passing under the chin as a strap, hooking up on to the opposite edge of the turban. Needless to say, these turbans need making with the supreme good taste and lightness of touch of a quite high-class milliner to be at all effective. Veils should not be worn over the face with these true turbans of swathed soft materials; but there are also turban-shaped straws in many pretty colours of which a veil, embroidered or woven with gold, or with spots or turban-shaped straws in many pretty colours of which a veil, embroidered or woven with gold, or with spots or splashes of self-coloured net, forms the whole decoration thrown loosely over the shape.

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### LITERATURE.

out glints of humour. He cut glints of humour. He takes his readers with him through wildernesses of through places of gloom wildernesses, and humming wheels, and he was gloom wilder who wilder a well and he was a was and a was a wa

Arras, a City of Desolation, with its terrible evidences of arrested life; tragic glimpees of battlefield horror; incidents in the conquest of the air; the tragedy and glory of Ypres—all it will be impossible to forget.

"The Wonders of Instinct."

The work of popularising the researches of J. H. Fabre, greatest of even war need do little do interrupt; and we welcome a the Wonders of Instinct."

The work of popularising the researches of J. H. Fabre, greatest of even war need to little do interrupt; and we welcome a the Wonders of Instinct."

The work of popularising the researches of J. H. Fabre, greatest of the work of popularising the researches of J. H. Fabre, greatest of the work of popularising the researches of J. H. Fabre, greatest of the work of popularising the researches of J. H. Fabre, greatest of J. H. Fabre, greatest of the work of popularising the researches of J. H. Fabre, greatest of J.

Unwin), compiled from the famous "Souvenirs Entomologiques." The fourteen chapters have a fascination denied to many a popular romance, and, as they stand divorced from the bulky volumes of which they are a part, they constitute a claim to lasting recognition. "The depths they constitute a claim to lasting recognition. The depuis of the sea are explored with many drag-nets; the soil which we tread is consistently disregarded ": it was left for M. Fabre to remove the reproach he indicated. The pursuit of the cicada by the grasshopper, the work of the burying beetle, the behaviour of the Sycosa with her ball

size of the cell that really decide the sex; and perhaps M. Fabre might have adopted this view had he studied the researches of the honey-bee keeper. But his intolerance of the written word was definite—and perhaps not surprising; he preferred his own actual observation. Yet we know that the queen bee, in planting an egg that is to be a worker, allows it to come into contact with the spermatic fluid by allows it to come into contact take in the narrow worker cell; that this egg, transplanted to a larger cell and generously fed in the pupal stage, results in a queen bee,

The sexless worker bee can lay an egg that will produce a perfect drone, a mystery of partheno-genesis; and when the mystery of parthenogenesis; and when the
queen bee lays a drone
egg it is in a larger cell,
and she has not to bring
the egg into contact with
the spermatic fluid at all.
M. Fabre noted the sequence of laying in the
honey bee, but not thephysiological action. There is
a fascinating chapter on
the glow-worm, showing
the most acute and intimate observation. The
explanation of the source
of light, and the methods
which it can be controlled; the dishion in
which the comparatively
thelpless female, whose
radiance is chiefly in the
addonen, attracts the
shying male actacts the
shying male actact
shying male actact
shyi radiance is chiefly in the abdomen, attracts the flying male above her-thest hings are marvel, lously interesting. We learn with wonder that anæsthesia has been known in the insect work

Instinct" will provide an admirable introduction study of Fabre's monumental life-work.

Two useful additions to the information given is "Royal Blue Book" (Kelly's Directories) have made in the new edition for the first half of this year, for the first time, and also telephone numbers have been serted after almost every name in the alphabetical series.



AFTER A BRITISH VICTORY ON THE EUPHRATES: MEN OF THE MESOPOTAMIAN FORCE EXAMINING CAPTURED of eggs, the fashion in which the Epeira carries a telephonewire connecting her leafy retreat with the web spread for
ing of the nest of Ewmens pomiformis and the fashion in
which the larvæ are fed are wonders that only the most
her capacity of the Osmie to require the sex of their eggs,
the capacity of the Osmie to require the sex of their eggs,
the fore it equips the cell with food; but in the case of the
honey-bee it may be pointed out that it is the food and the

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### THE PLAYHOUSES.

THE LATE SIR GEORGE ALEXANDER: A TRIBUTE WITH the death of Sir George Alexander goes the last of our more famous actor-managers; for, though four of our actor-knights fortunately still remain among us in of our actor-knights retirement, he was t was the sole survivor, in more or less active



PROPAGANDA DEVICE: A BRITISH OFFICER HOLDING A SMALL BALLOON WHICH FELL IN OUR LINES ATTACHED TO IT WERE ENEMY LEAFLETS, PRINTED IN ATTACHED TO IT WERE ENEMS LEGISLES, FRINCE IN FRENCH, DECRYING THE BRITISH EFFORT,—[Official Photograph.]

service of a group of distinguished rivals. The average playgoer of middle age can recall easily the time when Irving's primacy seemed in contest between Herbert Tree,

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Forbes Robertson, George Alexander, and possibly Lewis Waller, and when Sir Charles Wyndham and Sir John Hare were still in mid-career. Sir George Alexander let the vacant crown pass almost unchallenged to His Majesty's, and concentrated on the cult of English drama. To him more than any manager of his generation is due the growth of a school of native drama; and it was he who in his loos and concentrated on the cult of English drama. To him and concentrated on the cult of English drama. To him and concentrated on the cult of English drama. To him more than any manager of his generation is due the growth more than any manager of his generation is due the growth of a school of native drama; and it was he who, in his long of a school of native drama; and it was he who, in his long of school of his long is the contract of his long is the contract of his long of the contract of his long is the contract of his long is drawn and the contract of his long is the contract of his long is the contract of his long is long the his plant of his long is long the his plant of his long is long in the high a real romantic touch, as his Orlando and Bassanio showed; he could compass tragedy, as he "Paolo and Francesca"; he could picture youth long marvellous work in Mrs. Craigie's second play, "The wither should had the happiest gift of characterisation, as we saw in "Bella Donna," To adult playgoers his going will seem the his long of a beloved friend; he charm of his distinction and his distinguished air they will not soon forget, any more than his help of British dramatists at a time when they sorely needed encouragement.

"FLORA," AT THE

### "FLORA." AT THE PRINCE OF WALES'S,

to vivacious Miss Gertie Millar to show what a success she could achieve in legitimate light comedy; and it enables Mr. Jo Nightingale, in contrast, to give us a very enables Mr. Jo Nightingar, in country amusing and well thought-out example of North Country characterisation. Then, too, there is music—sprightly melody of the Herman Darewski type, with Melville Gideon assisting as composer—which provides scope for the pretty assisting as composer—which provides scope for the pretty vocalisation of Miss Blanche Tomlin; and, of course, bright songs for Miss Millar herself. There is capital fun from such a clever trio of fun-makers as Mr. Lennox Pawle, Mr. Ralph Lynn, and Miss Veronica Brady. And scenery—one of the scenes representing a meet—and costumes are of the picturesque musical-comedy pattern.

The authoritative and carefully compiled "Stage Year Book, 1918," edited by Lionel Carson ("The Stage" Office, 16, York Street, W.C.; 18.), is again notable for commendable care and completeness, and will prove of into follow closely the doings of the theatrical world. The crimination by Mr. Bernard Weller, and other matter, including careful chronicles of productions, casts, and so



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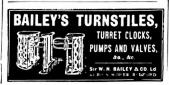














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### THE CHRONICLE OF THE CAR.

THE CHRONICLE OF THE CAR.

The Suggested Union of R.A.C. and A.A. So that if the mexists on both in decreasing my own individual opinions. These to union that seems to me to promise trouble. That obstacle is master of fact, there is only one obstacle to union that seems to me to promise trouble. That obstacle is matter of fact, there is only one obstacle to union that seems to me to promise trouble. That obstacle is the provincial and local with the year of the idea in the abstract. Indeed, I cannot see how there could be more than a single opinion. Of course, there are difficulties but they certainly are not so greates to be insuperable, if the goodwill oscur mount them exists on both index. As a matter of fact, there is only one obstacle to union that seems to me to promise trouble. That obstacle is the provincial and local time with the R.A.C. I know nothing at the ment of the yiew taken regarding these, either with the R.A.C. I show nothing at the more than a single opinion. These discussing their relations with a united body I am simple yexpressing my own individual opinions. These discussing their relations with a united body I am simple with the R.A.C. I show nothing at the more mount of mobilism in the past, and they certainly ought to be considered in any re-huifing of the cards that my conceivably to be considered in any re-huifing of the cards that my conceivably to be considered to the point which would prevent the security of the cards that my conceivably to be considered to the point which would prevent the security of the cards that my conceivably to be considered to the point which would prevent the security of the cards that my conceivably to be considered to the point which would prevent the security of the cards that my conceivably to be considered to the point which would prevent the security of the cards that my conceivably to be considered to the point which would prevent the security of the cards that my conceivably to be considered to the point which would prevent the security of the car

still count for a good deal, though it can scarcely be gainsaid that, so far as the work of the central organisations is concerned, they have to a very great extent outlived their usefulness. To put the matter briefly: there is nothing in the way of influence added by the associated clubs to the relations of the R-A.C. with official bodies that would not equally exist were the Club simply in a position to say that it stood for, let us say, sixty thousand owners of

R.A.C. and A.A. should be able to say that as a single body they, or it, represented 160,000 motoring associates.

Again speaking without the book, I can scarcely conceive that the A.A. would care to take over the Associate scheme as it stands, with its unwieldy General Committee, scheme as it stands, with the universe, Nor is it more likely that the associated clubs would con-sent to hand themselves over to an executive in which it sent to hand themselves over 60 an Color which the pro-had no representation. That is a point which the pro-vincial bodies have fought over and

over again with the R.A.C. They will have no taxation without representation, unless views have altered very considerably since I was actively associated with country clubs. Howassociated with country clubs. However, to be quite frank about it, I do not think the provincial clubs should be allowed to stand in the way of such a union as that suggested by the Auto-provided always there is a chance of bringing about that union. Of course, there is no suggestion of any difficulty yet, because the basic idea has not been seriously this one great difficulty ahead that

American Cars after the War. It looks after the War. though the manufacturing interests intended to out for the production of



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photograph. They have done valuable Red Cross work as ambulance cars since the early days of the war, in 1914. motor-vehicles. I cannot say I think it helps very much for the Club to be able to say alternatively that it has associated with it a hundred or so other bodies with a membership totaling the number quoted. On the other hand, it is absolutely certain that it would be far better from the point of view of weight and influence that the

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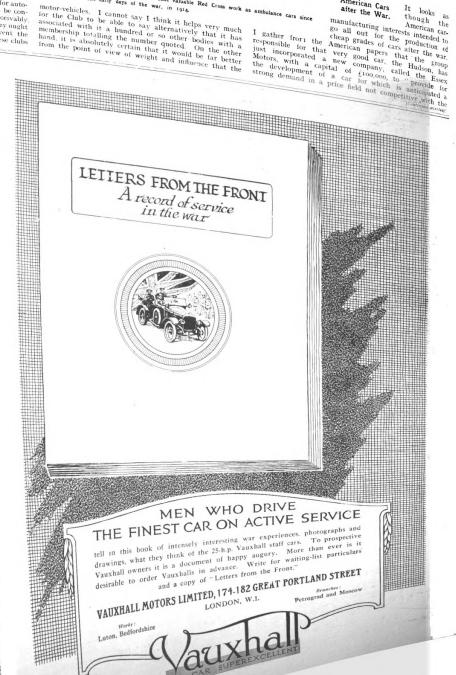
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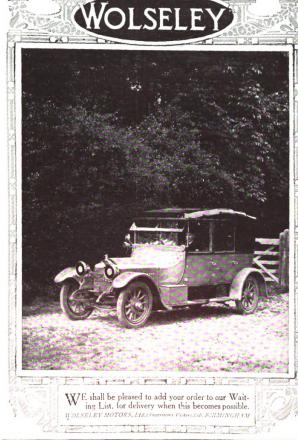
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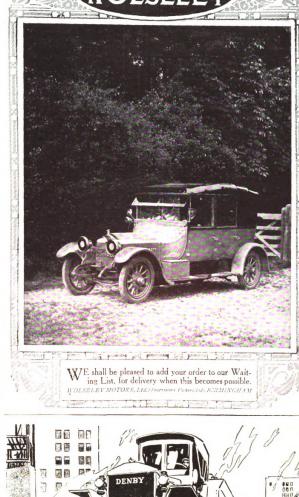
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Hudson." That seems to foreshadow a development of policy which will bring the Essex company into close competition with the cheaper makes, though, taking a line through the Hudson, it is pretty certain that they intend to make a really good car.

The Rolls-Royce Report.

The Rolls-Royce Ltd., has just been issued; but again, it has been found impracticable to submit the usual actividend of 10 per cent. be pa'd on the Ordinary shares; that the nominal capital of the Company be increased by a sum not stated in the Report; and that, subject to the sanction of the Treasury, a bonus fully paid 21 share be issued to each shareholder in respect of every share held.

Money for Roads. I note with more than a little interest that the Road Board has, with the approval of the Treasury, informed the Berkslire County A Council that new grants or loans, not exceeding a total of £200,000, will be made out of the surplus funds standing to the credit of the Board during the financial year 1918-10. These grants and loans are to be confined mainly to expenditure

on tar treatment of important roads, either in the shape of surface-dressing, pitch-grouting, or tar-macadam. No grants will be made for the use of crude



A SUNBEAM ON THE NORTH-WEST FRONTIER: AN INDIAN SNAPSHOT. lows Lieut.-Colonel H. A. Newell's Sunbeam car, s Shabkacr road, North-West Fronter Province, India. snapshetted on the

tar. The sum to be allocated is small enough in all conscience—I take it the £200,000 in question is to

be spread over the whole country, and is not to be all advanced to Berkshire—but at least it shows that the Road Board is not altogether defunct, and that somebody is taking a little interest in the

improvement of the highways.

I have just received from Vauxhall Motors, Ltd., a "Letters from the Front." the Front." copy of their recently pub-lished book, entitled "Letters from the Front." I do not profess to know how the company I do not profess to know how the company has managed to get it out, nor does it matter, but it is certainly the best thing of its kind I have seen in these war days. In fact, it is fully up to the best standard of production as it was understood four years ago. I am told that anyone incopy by writing for it to 174. Great Portland Street, W.

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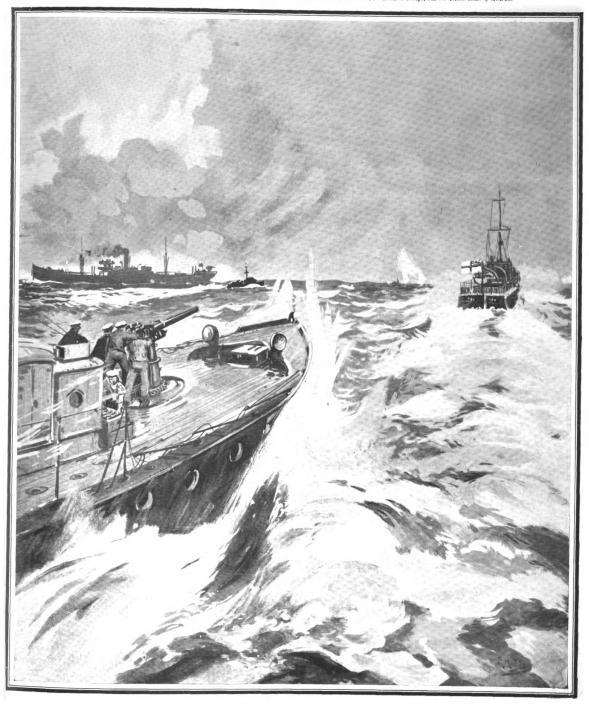
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No. 4119. - VOL. CLII

SATURDAY, MARCH 30, 1918.

NINEPENCE.

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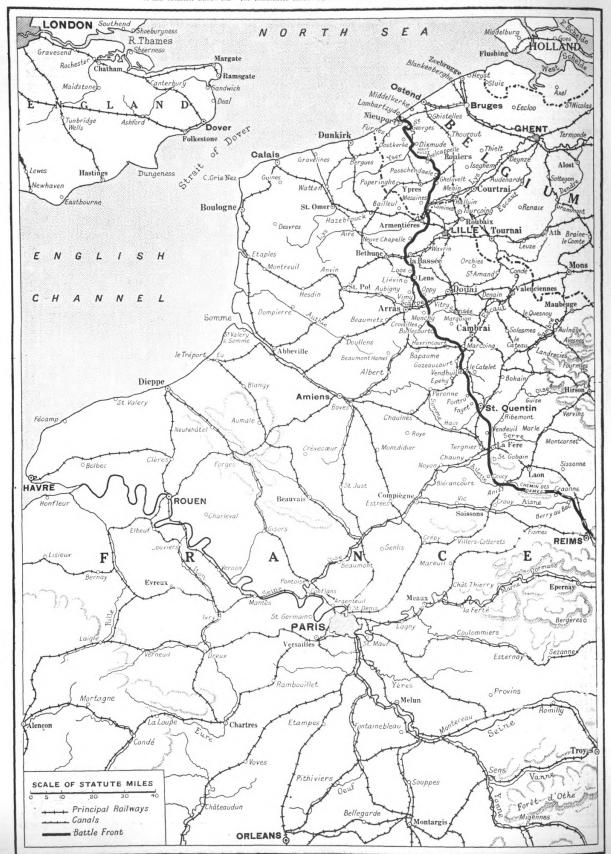


"UNSUCCESSFULLY ATTACKED": BRITISH CRAFT TURNING THE TABLES ON AN UNWARY GERMAN SUBMARINE.

a recent official statement of submarine statistics, the number of British ships unsuccessfully attacked "by U-boats in a period of 46 weeks was given as 617. Here illustrate a typical case of such "unsuccessful attacks." It may be pointed out pat, on detached escort work, a submarine may be much more readily seen at a distance

### THE GERMAN BLOW ON OUR FIFTY-MILE FRONT: THE BATTLE-AREA.

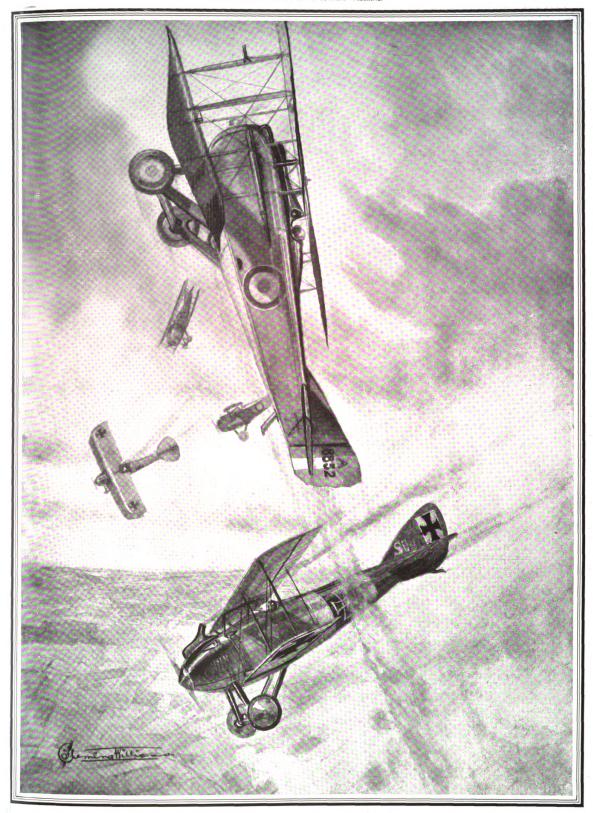
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"HANGING ON HER PROPELLER": A BRITISH AEROPLANE ABOUT TO "FLATTEN OUT" AND ATTACK.

This drawing illustrates one of the commonest methods adopted by pilots of both sides o avoid the downward swoop of an enemy. In the foreground, a British-built machine if French design has been dived on by a Hun. Realising his danger, the British airman las pulled his control stick back until his machine is nearly vertical and momentarily

### THE ALLOTMENT TO THE RESCUE.

Ą,

By S. L. BENSUSAN.

I T was stated last week that allotments are growing at the rate of something between forty and fifty thousand a month! When a fair-sized allotment is properly cultivated, at least one family has its own supply of beans, peas, and green food of all kinds, to say nothing of potatoes and the other root vegetables. Give the allotment-holder a "Belgian Hare" or "Flemish Giant," a few really serviceable chickens, and, if possible, a pig or an interest in a pig, and you have a self-supporting man; perhaps, with a goat added, a self-supporting family. It is possible to work wonders on twenty rods of land, and it may be remarked that one hundred and sixty go to the acre.

remarked that one hundred and sixty go to the acre. I tried the experiment last year of parcelling an acre of ground into twenty an! forty rod lots. It was my special object to see what could be done if allotment-holders would co-operate and grow a particular crop in one piece, instead of having a dozen little pieces here and there. Some vegetables do not require rich land, others cannot thrive without it. There is a certain economy of seed, too, when men co-operate; for if there are a dozen or a score of workers on an acre, and each buys his own seed, there is bound to be waste, since it is impossible to buy a quantity sufficiently small for each individual's use.

I turn to my notes to see what the actual results were, and may preface the statement by saying that the acre field paid, although it took the whole time of a skilled worker for half a year, and the bill for seeds and manures was a heavy one. On twenty-five rods there was a yield of two tons of carrots. On the same

amount of ground, upwards of twenty bushels of onions were grown from 1 lb. of seed. From forty rods of ground, a quarter of an acre, rather more than a ton of Jerusalem artichokes came to hand. Brussels sprouts, sown under glass in early spring, then transplanted on to a seed bed, and finally planted out a yard apart, yielded Gargantuan growths. It is not necessary to give further details; suffice it that, by planting on sufficient ground, it was possible to get marketable results; and if allotment-holders would combine to this end, they would be able to grow at greatly reduced cost for seeds and labour.

This consideration is worth pondering for the allotment-holder, recruited from every class of the non-combatant community, and hereafter to be reinforced by soldiers and sailors home from the war, has come to stay. His patron saint, if he had one, would be the late Mr. Willet, whose Daylight Saving scheme is popular with every class of the community, save the dairy farmer, who has not yet succeeded in making his cows take it seriously. The extra hour goes to the allotment. By the time the city has been left behind, the war-time meal eaten and criticised, and the precious pipe of peace smoked, there is still a space of daylight. Only those who have grown food on some scale, be it the box of mustard and cress, or the hundred acres of wheat, can understand the joy of watching the miracle of growth. To-day there is the utilitarian side. The fruit can be tinned or bottled, some of the rarer vegetables may be treated in like fashion, the roots can be housed in "clamps"

or "graves," walled and roofed against the frost. Government is considering ways and means of disposing of every grower's surplus; and while the allottment holder can keep his potatoes, if he wishes to do so, he will find a market for what he has to spare.

In a few years, John Smith has changed his habits entirely. If single, he would go "up West" when the day's work was done. He would dine in the restaurant of his own choice, and go to the entertainment he liked best. To-day John Smith must look to his allotment, his poultry run, his rabbit-hutch, nis pig sty, and his goat shed; and to do hm justice, he is showing that he can be industrious as easily as he can be idle, and far more enthusiastically. He is becoming a handy man. He can make garden tools and implements for simplifying his work. The building of a shed presents no difficulties to him, even the frame or "light" falls within his competence. He will talk of food values, and the relative merits of manures. If before the war he was an amateur of the garden, his pride was probably divided between roses and sweet peas. To-day it will be given wholly to vegetables. They say that the golf links of yesterday are the cabbage patches of to-day and to-morrow, and that the tennis court has become an noino bed for the good of the one cause that matters. All praise to the allotment-holder! Let him co-operate, and he will do better still. He will get the additional incentive—

Quis enim virtutem amplectitur ipsam Præmia si tollas?

### THE AMERICAN SOLDIER: A

### A FIRST-CLASS FIGHTING MAN.

↔

By E. B. OSBORN.

By F. L.

WITHOUT a measure of training and officers in whom he has confidence, no citizen soldier can be expected to fight well. There was a time when the American people were in danger of forgetting this wholesome truth; though there are episodes in their military history, as in that of all other modern nations, which enforce it in a manner distressing to the amour propre of patriotic Americans. The legend of the "embattled farmers" and other myths dating from the War of Independence, which ignored the presence of officers with actual experience of European had given rise to a popular belief that the United States could always improvise an army adequate to the national needs. Mr. W. J. Bryan's assertion that military preparations were unnecessary because "ten million citizens would spring to arms" the moment the foot of an invader touched the sacred soil of their country, was an extreme example of this far-descended To-day such sayings are regarded as foolish braggadocio, and no effort is being spared to provide the American citizen soldier with the training, leader-ship, and equipment which will enable him to "make in the tremendous struggle for a decision on the West Front. American officers, I find, are most modest in their expressions of quiet hopefulness. "If only Sammy pans out as well as Tommy," said one of them, "we shall be more than satisfied." Thus spoke the true American, the conqueror of many wildernesses. In the Civil War the American citizen soldier proved himself a better fighting man than the German. In the Franco-Prussian War the highest loss sustained by any German regiment was 49 per cent., and the old rule that from 20 to 30 per cent. of casualties kills the fighting spirit of a unit for the time being almost always held good. It was not so in the American War of Secession, where it was shown again and again that the most terrific pounding left the moval of a regiment absolutely unimpaired. Instances of losses in a single action as high as 60 per cent. were frequent on both sides, and much more often than not the survivors went on fighting valiantly. The famous lines of Brownell's war-poem—

Death? A dream of the eyes!

We were atoms in God's great storm

That roared through the angry skies.

were true of Northerners and Southerners alike; neither losses nor long marches with many a hungry belly, to use Bunyan's phrase, could rust the valiancy of either army. Whether or not war was then as nerve-shattering a business as it is in these days of high explosives and monstrous mechanisms of slaughter is a difficult question. But the unexpected was constantly occurring in the War of Secession. The use of wire entanglements, though limited in extent, beg. in then; and, turning to the sea warfare, which was one of the factors which gave victory to the North, we find that submerged torpedoes were employed, and that the Confederates actually sent out a submarine torpedo-boat against the ships blockading Charleston Harbour. Science was beginning to take a hand in warfare. That America has the finest raw material for

making soldiers cannot be denied. The average American has keen initiative, and a plentiful supply of that open-air commonsense (called "horse-sense" out West) hich prevents courage from becoming foolhardiness When it comes to fighting, he combines *Elan* and caution in a singular degree. As a conqueror of the wilderness in the further and nearer past, he has been taught by Nature, who is always setting traps for the unwary to look before he leaps, to use his brains as well as his physical gifts in every swift emergency. Let me give an example from my Western experiences. Several bad Indians, fugitives from the white man's justice, decided to wage war on the North-West Mounted Police, and entrenched themselves in a bluff in Saskatchewan. There were a number of Americans in the party of volunteers mustered to take this sylvan fortress. Half-a-dozen of them were shot in the first attack, and in the end two nine-pounders were brought up to finish the affair without further less of None of the Americans who crawled into the bluff were killed or wounded. They noticed that the undergrowth had been cut away here and there and guessed at once that the ancestral aptitude of the Indians for fighting had prompted them to cut radiating run-ways from their central rifle-pit through the willow and fire-weed of the little patch of woodland It was fatal to crawl into one of these long, narrow clearings—you were then in a kind of rifle gallery. The Boche will find the American far too wary to be caught by his subtlest death-traps, and when it comes to hand-to-hand fighting will be quite outclessed.

### THE NEED OF NITROGEN:

### THE AIR AS A SOURCE OF SUPPLY.

N OBODY now doubts that not this country alone but the whole world N alone, but the whole world, is "up against" a serious shortage in cereals. As Sir William Crookes showed some twenty years ago, the population was even then increasing faster than the crops required to feed it, and before very long was humanly certain to find itself without bread to put into its mouth. The remedy which the veteran man of science proposed for this state of things was to increase not only the cultivable area of the world's surface, but the productiveness of that area which was already under cultivation, and for this purpose he showed con-clusively that there was nothing like nitrogen. Nature herself proceeds along these lines when she takes the free nitrogen from the atmosphere and converts it by subtle alchemy into the leaves, the straw, and finally the blossom and fruit of wheat and other food-plants, and we have only to follow her methods to find half our problem solved. Let some "fertiliser," consisting wholly or partly of a salt into the composition of which nitrogen enters, be applied to land sown with wheat, barley, or turnips in the proportion of some-thing like one hundredweight of chemical to the acre, and the yield at once leaps up to nearly double what it was before. Land which formerly produced twenty-eight bushels of barley, fifteen of wheat, or nine tons of mangolds to the acre, when thus treated gives readily forty-nine bushels of barley, twenty-seven of wheat, or fifteen tons of mangolds; and this can be kept up, if not indefinitely, yet for a considerable number of years. We have, in fact, made

two ears of corn or two edible roots grow where one grew before; and there would thus be no fear of starvation, nor even of shortage, if only we could get enough nitrogen.

Now the source upon which Europe and America has hitherto depended for the supply of nitrogen is the Chile nitrate beds, of which some account was given in The Illustrated London News a few weeks ago. These huge deposits of nitrate of soda or Chile saltpetre are, however, so far from being inexhaustible that experts think the present demands on them will lead to their being worked out in less than fifty years, and our present stock of fertilisers would be then at an end were it not that a fresh and endless source of nitrogen is open to us in the air. For our atmosphere, which consists roughly of four parts of nitrogen.gas to one of oxygen—not in chemical compound, but in mechanical mixture—is so plentiful that it has been cakculated that seven tons of nitrogen are waiting for us outside every square yard of the earth's surface. We have only to hit upon some means of capturing, or, as the chemists say, of "fixing" this nitrogen, and we can watch with indifference the exhaustion of the Chile nitrate beds.

Luckily for us, science, mainly during the last ten years, has discovered several ways of effecting this fixation. There is the Birkeland and Eyde process, in which atmospheric air is passed between the two poles of an electric arc of so fierce a heat that the oxygen vanishes and the nitrogen alone remains, to be caught in large towers and converted into nitrate of lime. Or

there is the Hinde process, wherein the carbide of calcium familiar to all used to acetylene lighting is heated and air passed over it, when calcium cyanamide or nitrolin is formed, which has been proved to be one of the best of fertilisers. Or there is the Haber process employed by the Badische Anilin Fabrik, where the two chief gases of the atmosphere—namely, nitrogen and oxygen—are forced to combine chemically into nitric acid by means of a "catalyst," or third body whose composition is kept secret. By this means, our enemies are said to be at present turning our year, halt-a-million tons of ammonia, which is nothing but a compound of nitrogen and hydrogen. There is hard by precess where nitrogen is won by also a French process where nitrogen is won by roasting bauxite or aluminium ore, which would be the more interesting were it not that the Cermans have got hold of most of the bauxite. Or, lastly. there is the process which aims at utilising the great stores of peat which Western Europe holds, by pass ing it through iron tubes under an electric current of high voltage, with the result that the peat is converted into a solid fuel, while sulphate of ammonia, another most efficient fertiliser, is got as a by-product. Which of these processes has been adopted by the British Government cannot here be said; but, as it has been already mentioned in the Press that they are spending a large sum on factories for "fixing" nitrogen, we Nitrogen, it may hope it is a fairly economical one. may be noticed, is the principal constituent of high explosives as well as of fertilisers; so that the sustaining and the destruction of life alike require it

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Jericho was taken on February 21, little opposition being offered by the retreating Turks in the closing stages of our advance on the town—or, as it now is—village. Anzac mounted troops carried out the final charge into the place which delivered Jericho into our hands. One New Zealand detachment galloping in is seen in the fifth illustration. Once the second city of Judea, Jericho, under Turkish misrule, long since degenerated into little better than the poverty-stricken village of Arab huts as it appeared when we took the place. Latterly the Turks used the place as a base camp, and its strategic position is important. Jericho stands amidst an oasis of trees where the tortuous western

road from Jerusalem, coming down steeply through ravines and past sterile steep-sided hills, widens out on to the Dead Sea and Jordan valley plain. What remains of its historic walls which fell before the blasts of Joshua's trumpets are now low mounds of sun-baked mud and sand. They were partially excavated not long before the war in the interests of historic investigation as to the Scriptural account of their dramatic collapse. Jericho boasts one house of European build, which was before the war the hotel where intending visitors to the Dead Sea put up. The Arab "guides" also were always keen to show tourists the traditional site of Rahab's house.



### By G. K. CHESTERTON.

It has often been said that the Bolshevik leaders turned Russia upside down; but it is to me a much more curious point that they have turned themselves upside down. When last seen, Lenin and his friends were most unmistakably standing on their heads. Insurrection is always a human and sometimes a happy event; but inconsistency is particularly inconsistent with it. The least we can ask of a rebel is that he should be a fanatic; and the least we can ask of a fanatic is that he should be a legician. Now the logic of Lenin ended in a very curious and complete reversal. The Bolshevik is now repeating with a singular neatness, his own original statement read backwards. He began by saying that the war was wicked, but must be endured—in the hope that a pure and happy peace would come soon. He ended by saying that the peace was wicked, but must be endured—in the hope that a pure and happy war would come soon. He points, as to a rosy dawn, to that same reality from which he has just fed as from a red conflagration. As he reviled the war he was supposed to be waging, so he reviled the war he was supposed to be waging, so he reviled the war he was

supposed to be signing. His more flippant critics might imply that, as he did not like the war he conducted, or the peace he concluded, it is possible he will not be any better pleased with the other war he has pro-phesied. But this is a superficial view, and I am concerned with a more serious and fundamental fallacy. Lenin might say that the war was forced on him by the Tsar, and the peace forced on him by the Kaiser; but he cannot say that the Bolshevik movement was forced by anybody but Bolsheviks. The logic of Lenin was his own : and it is more and more apparent that it was very illogical.

For his final phrases throw a doubt not merely on the war, and not merely on the peace, but actually on the revolution. The stages by which he reached this position were each more activated in the position where the stages of the position were expressed in the property of the property

more extraordinary than the last, and are worth recalling now if only as a curiosity of history. First, he told us that, if the Russian common soldier would set the example of laying down his arms, the German common soldier would do the same. The Russian did practically do this; and the German, in a highly marked manner, declined to do anything of the sort. Lenin then tacitly abandons the whole theory of the moral example, and says that the sooner the Kussian soldier picks up his arms again the better-in which I respectfully agree with him. But he adds that the Russian cannot pick them up again for a considerable time, and in a sense this may true and the reason is hardly recondite. It may be expressed by saying that Lenin told the soldier to fling away his weapons with a very wild gesture to a very considerable distance. In all simplicity, the reason why Bolshevism could not gather the army was because Bolshevism had completely scattered it. But the reason the Bolshevik leader himself gave, But the reason the bosnevis leader limited gave, in his last speech, is a truly extraordinary one. He practically complained that the poor Russian, who had advanced with him along the path of progress far enough to throw away his rifle, had not advanced far enough to pick it up again. He actually suggested that the enlightened Slav, who has just made peace, is not yet sufficiently enlightened to make war. He is not modern enough for militarism, and has not yet acquired all the culture required to turn him into cannon-fodder.

His only reward for being the first of the peace-makers is to be condoled with on being inevitably the last and least military of the military men. For Lenin's last speech was quite specific and lucid on this matter. He says there must be enother and more successful conflict; but that the enemy is still too superior in science, and his own country too inferior in civilisation, for it to be conducted with success. This can only mean that the matter must be settled by arms, but by arms of more precision; by armies, but by armies of stricter discipline. It is a very sensible decision, if a somewhat belated one; and we may be glad of this new testimony to the great central truth—that a humiliating peace with Prussia will not even prove to be a peace, but only a humiliation. But Lenin apparently proceeded to

right to ask us even to excuse their success, if they had not already converted the common citizens. And now they claim the right to ask us to excuse their failure, merely because they had not converted them. In other words, they ask to be excused for being an unsuccessful oligarchy. Now, surprising as it may seem, I do not believe in oligarchy; monstrous as the suggestion may be to a truly modern mind, I really do believe in democracy. And, in the light of his last confessions, I should surely have the right to ask Lenin what it is that he believes in. That the populace is ignorant may be an excellent reason for not being a democrat. But it is hardly a reason for being a disloyal democrat; and it cannot possibly be a reason for being an unreasonable one. I confess I cannot believe that the original Bolshevik movement was quite so unpopular as its chief popular leader now tells us. I cannot think he was so wholly devoid of all democratic justification as he himself sc.ys. the admission does suggest that the emotions of the revolution were very mixed; and the ideas of its very leaders seem

mixed also.



INDIAN SOLDIERS BEING DECORATED IN INDIA: AT A MEDAL DISTRIBUTION BY THE VICEROY AT DELHI.

The distribution of war medals and distinctions won by Indian soldiers of various ranks and arms of the service, illustrated above, took place during the present—or now ending—"cold weather" season at Delhi, while the Viceroy was at the Imperial Capital of India. It is hardly needful to particularise how Indian regiments have gained honour and fame in action on all fronts during the war, beginning with the earlier months of the Western Front fighting, in especial in the Ypres district, where the first V.C.'s awarded to sepoys were won—the decorations being subsequently conferred on the heroes by the King in person. In the group of recipients shown above waiting to pass before the Vice-egal dais, may be identified Gurkhas, Sikhs, Punjabi Musalmans, and others of the "fighting races" of India who have been, are, so gallantly doing their duty to their Emperor, the King, and the British mj. [Photograph by Dott.]

a pronouncement even more momentous, to one that strikes at the root of the whole claim of his republic to be a republic—and even of the claim of his revolution to be a revolution.

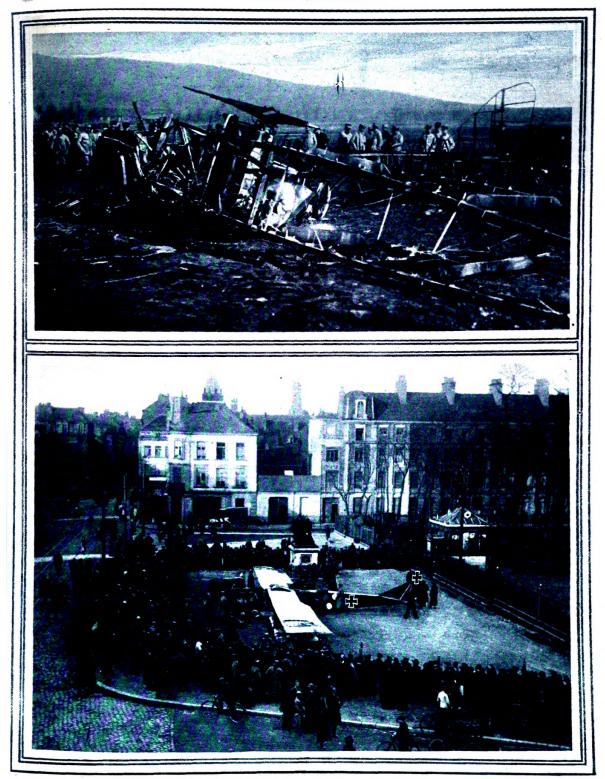
He said in so many words that the "ignorant peasantry" of Russia—who are, of course, the great majority of Russia—have even now no comprehension of what has occurred. He said that the interval between now and the next sanguinary world-war may be happily and profitably whiled away by seeing that the new revolutionary ideas "ripen in the mind of the masses." Now it is surely obvious, on a revolutionary idea ought to be tolerably ripe before they produce a revolution. It is absurd, upon any argument, to make the disturbance first and the disconient afterwards. It is absurd, I say, upon any argument; and it is trebly absurd upon a democratic argument. By whose authority were the Bolsheviks first rioting and then ruling, first making war, then making peace, and then wanting to make war again? If they were not acting in the name of the masses, in whose name in heaven or earth were they acting? They had no in heaven or earth were they acting?

It is obvious that a politician often passes the first half of his life in explaining that he can do something, and the second half of it in explaining that he cannot. When he is in opposition he is an expert on the means to some end; and when he is in office he is an expert on the obstacles to it. In short, when he is impotent he proves to us that the thing is easy; and when he is omnipotent he proves that it is impossible. I do not pretend that this inconsistency is peculiar to Bolsheviks or peculiar to Russians; it is as much the note of our native politicians as of any other. And it is precisely for that very practical reason that I mention the matter here. when he was defend-ing his failure, talked very differently from Lenin when he was

defending his success. But, so far from suggesting that Lenin was alone in this, I think it wise to suggest that there will be many like him. Whether the part was corrupt or merely confused, there are many politicians in England who will be only too ready to play it; and we do not want that pantomine turn played over again here. We do not want the war lost and the peace spoilt, merely that a demagrague may end by confessing that he was never a democrat. We do not want some cosmopolitan crank thwarting our patriotism on the plea that the working classes are with him, and then escaping in the plea that they have always been against him. We must not be swept away by a panic, on the ground that it is popular, only to learn from those who started it that it never was popular at all. It will be well to be warned in time that some paig with a purely fictitious mandate may attempt to make a thoroughly bad settlement, well knowing that, if it turns out worse than even he intended, he can fall back on the airs and graces of an intellectual aristocrat, deplore the unscientific and uncivilised stage of development of better men than himself, and blame the brutal ignorance of the British working man.

### GOTHAS DOWN: A DESTROYED PARIS-RAIDER; A 'PLANE WINGED.

PHOTOGRAPHS BY EHRHARD AND MORSAU.

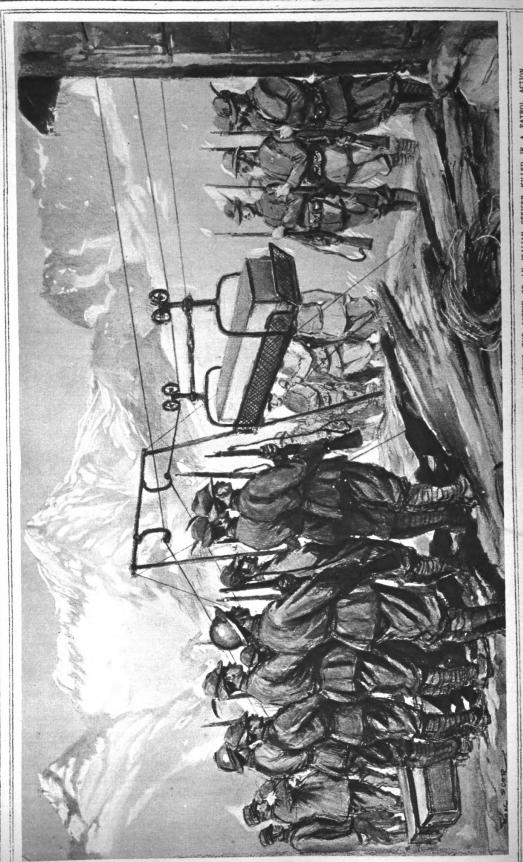


I. A PARIS-RAIDER BROUGHT DOWN IN FLAMES NEAR CHATEAU THIERRY: THE WRECKAGE NEXT DAY.

L BROUGHT DOWN INTACT ON THE FRENCH SIDE OF THE STRAITS OF DOVER: A GOTHA ON VIEW, BY RODIN'S "BURGHERS OF CALAIS," IN CALAIS. Tour of the German bomb-dropping Gothas that made a nocturnal attack on Paris on March 11 met their deserved fate in the course of the raid. The one of which the urned out and charred remains are shown in the first of these illustrations, was set of the raid. The one of which the urned out and charred remains are shown in the first of these illustrations, was set of the raid out and charred remains are shown in the first of these illustrations, was set of the raid out of the urned out and charred remains are shown in the first of these illustrations, was set of the raid out of the urner burned to death; the third, a Bavarian captain, named Schoebler, outhood of Château-Thierry, on the Marne, twenty-three miles from Soissons, and sixty when the property of the urner burned to death; the third, a Bavarian captain, named Schoebler, outhout of the urner burned to death; the third, a Bavarian captain, named Schoebler, outhout of the urner burned to death; the third, a Bavarian captain, named Schoebler, outhout of the urner burned to death; the third, a Bavarian captain, named Schoebler, outhout of the urner burned to death; the third, a Bavarian captain, named Schoebler, outhout of the urner burned to death; the third, a Bavarian captain, named Schoebler, outhout of the urner burned to death; the third, a Bavarian captain, named Schoebler, outhout of the urner burned to death; the third, a Bavarian captain, named Schoebler, outhout of the urner burned to death; the third, a Bavarian captain, named Schoebler, outhout of the urner burned to death; the third, a Bavarian captain, named Schoebler, and the urner burned to death; the third, a Bavarian captain, named Schoebler, outhout of the urner burned to death; the third, a Bavarian captain, named Schoebler, and the urner burned to death; the third, a Bavarian captain, named Schoebler, and the urner burned to death; the third, a Bavarian captain, and the urner burned to death; the third, a Bavarian captain, and the urner burner burned to death; the third, a Bavarian cap

## COFFIN ON A CABLE-WAY. THE ITALIAN FRONT: A A MOUNTAIN FUNERAL ON

FROM A DRAWING BY GEORGES SCOTT.



ADAMELLO SALUTING THE COFFIN OF AN ITALIAN OFFICER KILLED IN THE VALLEY BELOW HIS LAST REST 10

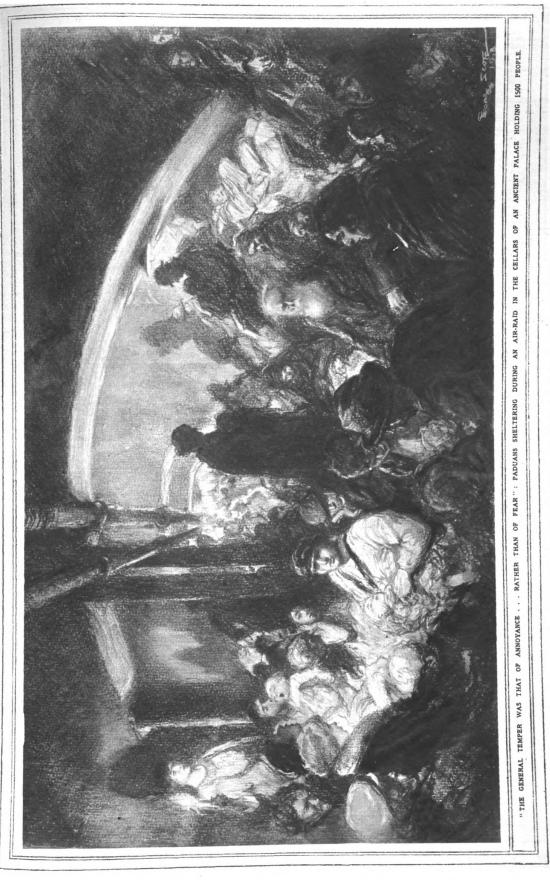
An impressive and perturepet incident of winter waterine on tasks mountain tours a men antenaese, a party or appure varieties of tasks mountain tent is easiet as at the coffer of an Italian of or fore, talked in an advanced-post fight, is shout to be lowered into the verbes of the tasks. The calked-way down which it is to descend is one of the type largely used by the fallians for convey supplies and munitions to their troops on the mountains. The weather on the Italian front has recently been severe, with an flooded rivers, and avalanches. Writing from the Editah front in Italy on March 14, Mr. Perceval Gibbon says; "Snows a

valley British percola who cross the river at night have been reasoned. The British Army's moral was never better exemplified the verying. British percola who cross the river at night have been reasoned. The British Army's moral was never better exempled the verying by the way they have treated the Austrian Army ever since their arrival on this front. They have harried, the enemy, ups may be arrangements, and support has fighting energy. The Italians themselves are continuing their ardinous Alpine operations without the utmost vigour. Common copyclated in the Finish Simon and Games in

CHRISTIAN CONGREGATION IN THE CATACON

### THE CATACOMBS": AN AIR-RAID RIFUGIO IN PADUA. Z CHRISTIAN CONGREGATION ∢ "LIKE

DRAWN FROM LIFE BY GEORGES SCOTT.

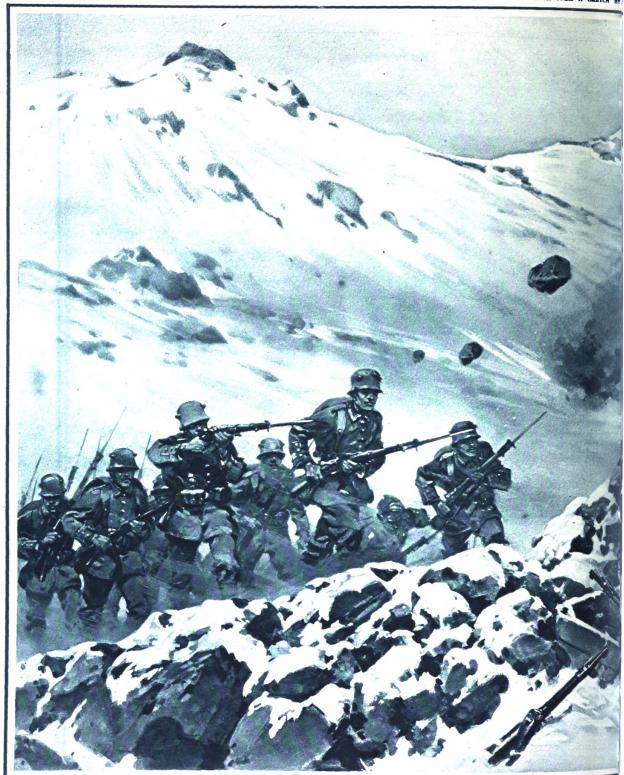


Padua has suffered much from air-raids, but it is well provided with shelters. Mr. G. Ward Price writes: "Cellars exist under the larger houses of the town, each indicated by a great 'Ritugio' painted up in red letters. Some of these cellars are like the crypt of a church. They belong to the age when men laid down wine for their grandsons to drink. I took a look into one of these relugas that holds about 1500 people. You have to stumble down steps worn by the feet of generations of cooks and butlers. It was an odd spectacle—like a Christian congregation in the Catacombs. The feeble light of a few candies flickered

over tiers of white faces, whose owners squatted on woodstacks that rose to the ribbed and vaulted roof. A rattle of excited Italian conversation filled the mouldy old dungeon with an atmosphere of vivacity. If the gruff bark of bursting bombs was heard, the women would break off to ejeculate a Dio mio and the men would run off a few cures, but the general temper was that of annoyance at losing half a night's rest rather than that of feat. . . . These old Italian towns are most convenity designed for shelter against bombs."—[Dressing Copyrighted in the United Sints and Comment.]

### A FIGHT TO THE DEATH WITH STONES AS MISSILES:

DRAWN BY H. W. KOEKKOEK FROM A SKETCH BY



USING STONES AS MISSILES AFTER THEIR AMMUNITION WAS EXHAUSTEL

The tale of a heroic fight to the death by a party of Alpini, on Mount Solarolo during the Italian retreat, was told to Mr. Julius Price, our artist in Italy, by the only survivor of the devoted band, who escaped, but was mained for life. "During one of the attacks," writes Mr. Price, "when the Germans were advancing in overwhelming numbers, and the Italians were forced to retreat, a small detachment of some twenty Alpini became separated from their regiment and forced into a position which precluded all practical resistance. But the fighting ingrained in these grand Italian mountaineers. Rife ammunition was exhausted, and only two boxes of hand-granades remained. These were soon used up, and the Germans

### THE LAST STAND OF HEROIC ITALIAN ALPINI.

R WAR ARTIST IN ITALY, JULIUS M. PRICE.



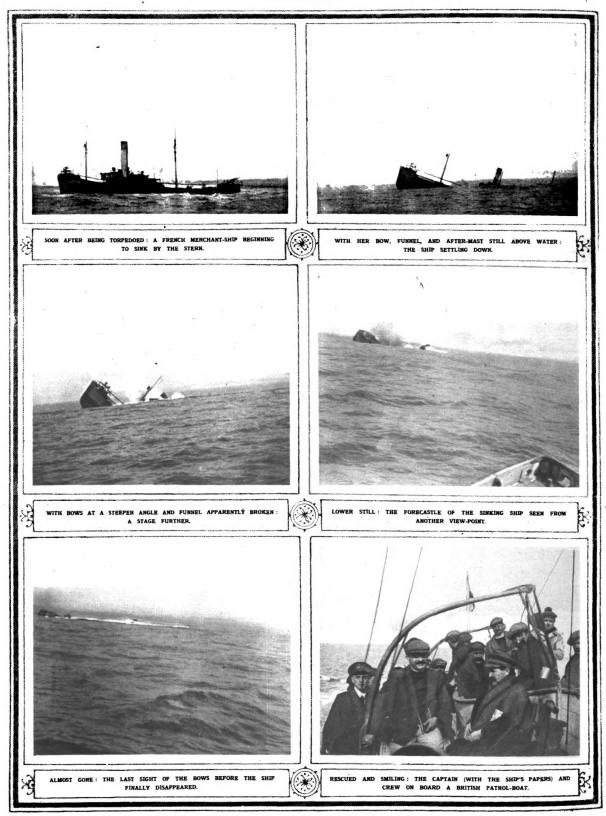
'ARTY OF ALPINI RESISTING TO THE DEATH ON MOUNT SOLAROLO.

quite close to the devoted party. Their comrades were gradually being picked off, and now only twelve were left. Then a sergeant called out, 'Give it to them with stones, boys!'
with these primitive weapons they fought until the last available stone had been flung. In the early hours of the morning one hadly wounded man crawled on all fours into the Italian.

It was the sole survivor of this band of beroes." After a talk in hospital with this fine young soldier, maimed for life, Mr. Price says: "I have come away marvelling at the
t superforman courage which inspired every man who took part in the affair,"—[Dewing Copyrighted in the United States and Canada.]

### SUNK BY A SUBMARINE: STAGES OF A TORPEDOED SHIP'S DOOM.

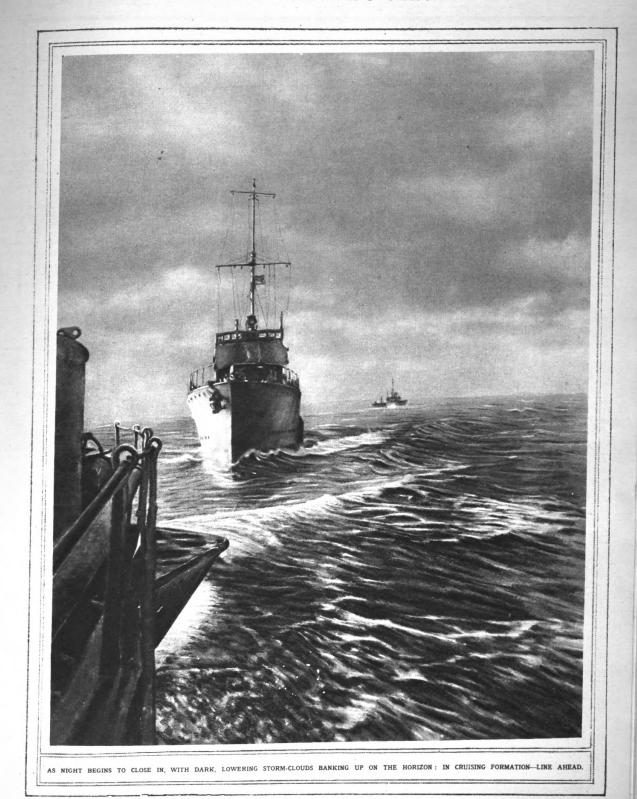
PHOTOGRAPHS BY C.N.



These photographs, illustrating a typical example, afford a vivid commentary on the official record of U-boat victims, showing in successive stages what occurs to a torpedoed vessel. In this instance it was a French merchantman, and here it may be remarked that the gallant men of all the Allied mercantile marine must share in the tribute to their British comrades' heroism, paid by Admiral Sir Rosslyn Wemyss, who described their work as "beyond all praise." The Admiralty recently gave the Press access to

the logs of various vessels sunk or attacked by U-boats, with the result that some intensely moving records have "leaped to light." Thus we read in one case: "After the explosion all hands were sent on deck. The ship sank stern first. There was no time to lower the boats, and practically the whole crew had life-belts on when thrown into the water. . . As the ship was sinking, the master dived off the bridge; he was not seen later. A number of men were rescued after being in the water for four hours."

### DESTROYERS ON PATROL: AN EVENING SEASCAPE-BEFORE A GALE.

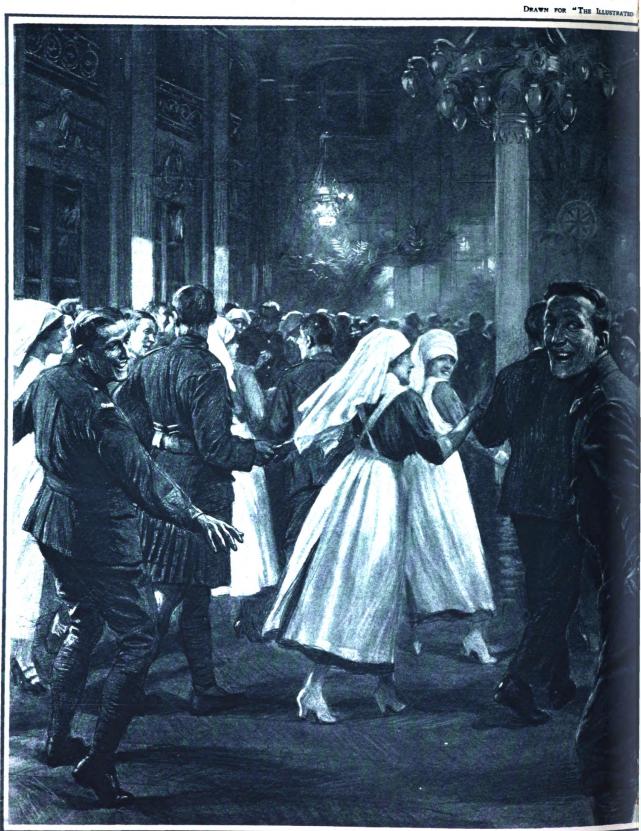


"If I were to die now, 'Want of Frigates' would be found stamped on my heart,"
wrote Nelson in one of his gloomy moments when the enemy had temporarily given
him the slip. The lesson implied has been learnt at the Admiralty. Every endeavour
is made to maintain an adequate force of the vessels which serve as "Eyes and Ears of
the Fleet"—destroyers and swift patrol-boats. Destroyer work includes, in addition

to work in touch with the Grand Fleet and its cruiser squadrons at sea, U-boat hunting
and destroying, policeman's-beat duties on the trade routes, and constant reconnaissance
by day and night among mine-strewn waters off the enemy's coasts in all weathers.

Destroyers in cruising formation, line-ahead, are seen in the illustration—the time, evening,
with the threat of a rough night in the look of the sky.

### OUR MEN ON LEAVE IN PARIS: A DANCE AT



"THERE ARE ALMOST DAILY ENTERTAINMENTS, CONCERTS, DANCES, AND WHIST DRIV

The British Army and Navy Leave Club in Paris is a great boon to thousands of British soldiers at the Front who take the opportunity to spend their leave in Paris, including many overseas men, from Canada, Australia, New Zealand, and South Africa. It is situated in the Hôtel Moderne, on the Place de la République, where a wing of the building was generously provided by Baron d'Erlanger. The premises include a large entertainment hall, reading, writing, and billiard rooms, over 130 bedrooms, and a restaurant, where

### THE BRITISH ARMY AND NAVY LEAVE CLUB.

LONDON NEWS" BY J. SIMONT.



38": A CLUB WHICH IS THE SOCIAL CENTRE FOR BRITISH SOLDIERS AND SAILORS.

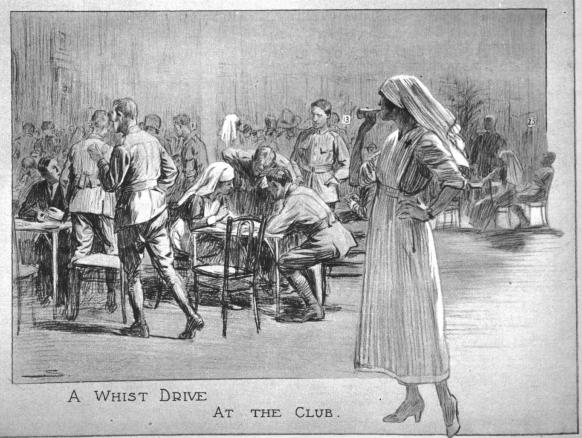
good meals at moderate prices are obtainable. The British Consul in Paris, Mr. Walter R. Hearn, who took a prominent part in founding the Club, writes: "Now that there are almost daily entertainments—concerts, dances, and whist drives—the financial needs of the Club increase every week, and, what is more, they are likely to increase further, as the Club is not only to be a war club, but, when peace is signed, it will have to go on during the long months of demobilisation."—[Drawing Copyrighted in the United States and Canada.]

### THE LEAVE CLUB IN PARIS: A HAUNT OF BRITISH SOLDIERS.

DRAWN FOR "THE ILLUSTRATED LONDON NEWS" BY J. SIMONT.



A STREET NOTICE-BOARD DIRECTING MEN TO THE CLUB.



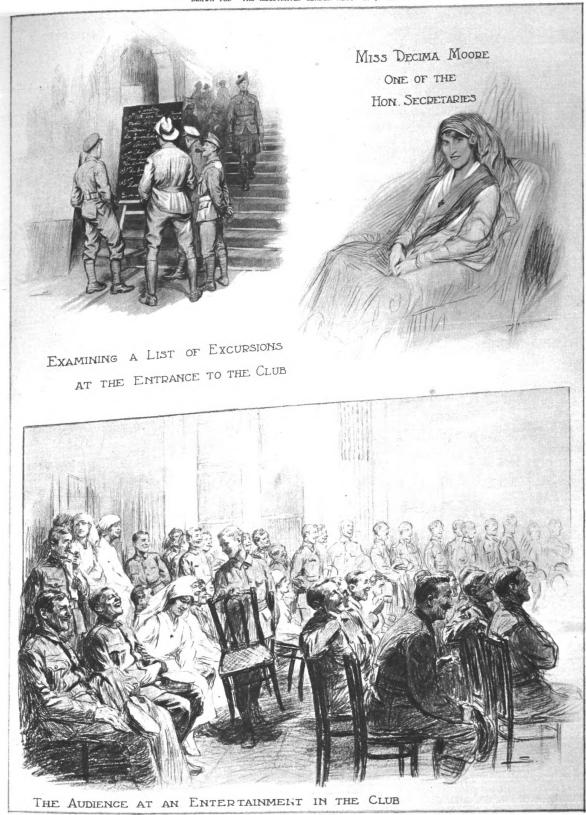
The British Army and Navy Leave Club, already described under the preceding double-page drawing, not only provides in itself a social centre for men visiting Paris, with varied amusements such as whist drives, concerts, and other entertainments, but it helps its members to spend their time there to the best advantage. Notice-boards in public places

point the way to the Club; and when they arrive there men are given a useful leaflet containing all they need to know about hotels, travelling, money, places of amusement, and so on, with an equally useful list of "Don'ts." Drives and excursions have been arranged, to Versailles, Malmaison, and elsewhere, and a number of young Englishwomes:

(Continued one)

### THE BRITISH LEAVE CLUB IN PARIS: FREQUENTERS AND AN "HON. SEC."

DRAWN FOR "THE ILLUSTRATED LONDON NEWS" BY J. SIMONT.



Continued.

in uniform give their services as guides to parties of men wishing to see the sights of the city. One of the Honorary Secretaries of the Club, and described as "the life and soul of the place," is Miss Decima Moore, formerly so well known as a Savoyard, and now the wife of Brigadier-General Guzzisbery. Her sister Miss Fan Moore, Ching 12"

Esmond), recently arranged to go to Paris to appear in some of the entertainments at the Leave Club. Excellent work has also been done for the Club by its other Honorary Secretary, the Rev. A. Stanley Blunt. The men for whom the institution is provided show themselves fully grateful on all occasions—[Drawings Copyrighted in the United States and Com-4a.]

### THE BOMBING OFFENSIVE AGAINST GERMANY.

By C. G. GREY,
Editor of "The Aeroplane."

A GOOD many months ago, when, after a somewhat important air-raid on London, the Premier visited one of the bombed districts, it was reported in various news-sheets that he had intimated the Government's intention to "give 'em Hell" at some future time. The phrase was not confirmed; but, in the atmosphere of strict propriety which permeates the House of Commons, it was formally announced by a competent authority that the British Flying Services would institute retaliatory raids when the proper moment arrived.

What is, or what is not, a retaliatory raid, or a reprisal, is a matter which seems to exercise

reprisal, is a matter which seems to exercise mightily the minds of many people; but one imagines that what most interests the average citizen of any of the Allied countries is whether the proper moment has arrived, and whether the bombing aeroplanes of the Allies are, in the parlance of the aviator, "doing the trade" or not. The proper moment is obviously that moment at which there is a sufficient supply of aeroplanes and pilots available to assure the striking of blows which will be definitely felt by the enemy, and to assure that a succession of those blows will be maintained. One is inclined to believe that such is now the state of affairs.

Early in the winter, when there was a clamour in England for reprisals immediately, a small nimber of big bombing aeroplanes were sent to Eastern France to start reprising at once. Unfortunately, insufficient consideration was given to the question of weather, with the result that, on the very first raid, six machines started over the Vosges in clear, dark weather, but on their return the weather changed, heavy snowstorms came up, and three machines out of six failed to reach home. These facts are taken from the official communique of the

From these facts one deduces that insufficient care was taken to secure accurate weather forecasts. It may have been noticed that the German pays particular attention to his weather bureau. He never comes over against a west wind, partly because a head wind means flying slowly while heavily loaded with bombs; but chiefly because he has no accurate means of knowing what weather is coming up behind the wind. When there is an east wind, however, he

has command of weather information behind the wind all the way from the Arctic Circle to the Black Sea for athousand miles and more to the eastward.

Frequently no raid has occurred on what seemed to be an ideal night, with an east Those who have watched these affairs may have noticed that, on such occasions, there has been a sudden change in the weather shortly afterwards. Either fog, or rain, or wind has followed closely on those ideal nights. The German nights. has had warning of that change, and has kept his raiding machines at home accordingly.

This question of suitable weather is also an important factor in

an important ration in judging whether the proper moment has arrived for a raid into Germany. It is of prime importance to the British bombing squadrons now operating from bases in eastern France; and their experience, together with their organised system of weather information, will be of the highest value to the great fleets of American bombing machines which are expected to be in operation against Germany during the present year. The excellent organisation, and the skilful handling,

The excellent organisation, and the skilful handling, of the British bombing squadrons was very clearly demonstrated in the House of Commons on March 19, by Mr. Ian Macpherson, when he stated that, since October 1917, when these squadrons began their work, they had made 38 effective raids into Germany, and had dropped 48 tons of explosives. He also stated that 250 flights had been made, and that only 100 machines had been lost.

What he evidently meant here was that 250 bombing aeroplanes had crossed the German frontier. That is to say, 250 machines in all had started in the 38 raids. Which gives us an average of about six machines per raid, and an average load (based on the 48 tons) of about a fifth of a ton—say, 400 lb. of

Pales of 1 Management of the Pales of the Pa

AS IN LONDON: A PARIS "TUBE" STATION AS AIR-RAID SHELTER.

The notice reads: "Station may be used as a shelter in case of alarm."—[Franch Official.

bombs, per machine. When one considers that until February of this year the weather was particularly unsuitable for flying over the mountains of the Vosges and over the Rhine Valley, one perceives that very good work has been done. The raids of November, December, and January must be regarded chiefly as training flights, designed to get some of our pilots used to finding their way over Alsace-Lorraine, so that they would be able to lead squadrons of new pilots direct to their objectives later on.

machine. Thus a smaller number of machines would be needed to carry a ton of bombs than is needed for the longer raids which are now being made.

Many of our news-sheets hailed these raids on Alsace-Lorraine as being raids on Germany, omitting to note that one of the Allies' objects in the war is to free Alsace-Lorraine from the German yoke; and also omitting to consider that raids on that area would have no moral effect on Germany. It is, however, well to emphasise the fact that continuous short-distance raids on the iron-mines and steel-works of such places as Breibach, Saarbrücken, Pirmasens,

and so forth, are of great military value, because from that district is drawn at least one-third of Germany's supply of steel. Naturally, if this supply could be entirely cut off, the effect on the German Army would be very serious. And even if the output could be reduced to one-half by consistent bombing, the weakening effect on the enemy's troops would be felt.

Thus, the short-distance raids into the iron districts are very well worth while because they fill a two-fold purpose. In the first place, they offered very excellent training for young and inexperienced pilots; and secondly, they do definite military service by making the enemy's task of maintaining his supplies of war material more difficult.

However, the main object of the bombing-raids is to affect Germany itself. Already we hear of something very like a state of scare in the Rhine towns, owing to the small raids which have taken place up to the present. Probably these accounts are exaggerated by friendly neutrals, who desire to rise in the estimation of the Allies by speaking pleasing words. None the less, it seems likely that there is some truth in the stories.

If there be any truth at all, then there is every encouragement to go on bombing. If 48 tons of bombs, spread over 38 raids during a period of nearly five months and a dozen different towns by 250 machines, can produce any moral effect at all, what might one reasonably expect to be the effect of 48 tons of bombs dropped on one town at one time by 250 machines? Such a raid by 250 machines in a day is well within the bounds of possibility at any time, especially when the American bombing squadrons are in proper flying trim.

For once in a way the Allies have an immense geographical advantage. In military language, the Allies have the interior lines of communication. The only important English munition centre which the Germans can reach is London. Almost the only important French centre is Paris. To reach either the Germans have to transport all their aeroplanes, stores, men, and so forth, to aerodromes in enemy country over railways already packed with transport for the army in the field.

The Allies start from aerodromes in France fed by railways which are not by any means the hardest

pressed. From those aerodromes they can launch their attacks as they please. One day the whole fleet may concentrate on Mannheim. Another day Stuttgart may be the objective. Germany's sources of supply form a kind of fan over a hundred miles in extent, and any point along that fan can be reached with equal ease. Every point has to be defended as if it were the only point, so that one attacking force can produce the same moral effect on all those munition centres as if there were a separate attacking force for each.



ON THE LIDO: A FRENCH AEROPLANE AT VENICE,
French Official.

Reference to official reports of those months show that the weight of bombs dropped in most of the raids was comparatively small. This would indicate that a small number of machines was used. The increase in the weight of bombs in recent raids indicates, equally, that more machines are being used.

In this connection, it is also to be noted that in

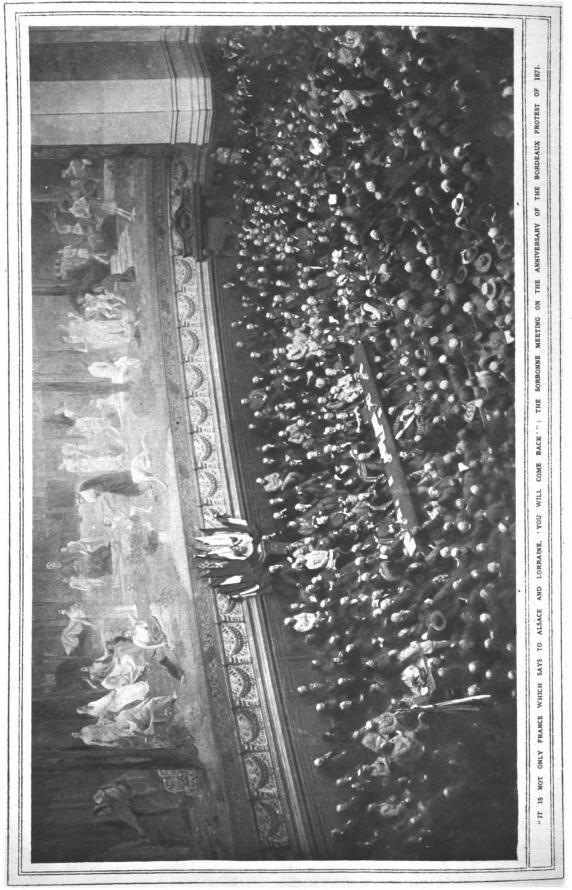
In this connection, it is also to be noted that in many of the earlier raids the raiders went no further than the iron and steel producing centres in Alsace-Lorraine. This meant that they had to carry less fuel, and could, therefore, carry more bombs per

### THE PARIS LEAVE CLUB: A PLEASANT CHANGE FROM THE TRENCHES.



# GREAT DEMONSTRATION IN PARIS. THE RESTITUTION OF ALSACE AND LORRAINE: A

PHOTOGRAPH BY H. MANUEL.



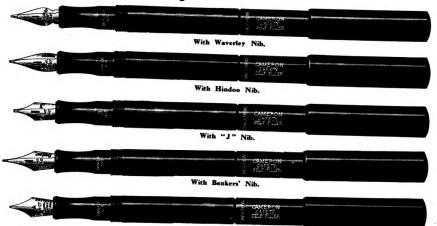
The forty-eaventh anniversary of the historic probest against the German anneasion of Alsace and Lorraine, made in 1871 by and M. Ch. the Deputies of the stone provinces in the National Assembly at Bordeaus, was celebraced in Pasis recently by a great meeting which says at the Sorbonus. Our photograph shows the Persident of the Chambur residing his discourse. Near him are Persident Poincer's Been forms

and M. Cerencosau, the latter one of the few survivors of the Bordeaux gathering. M. Pichon said ""It is not only France which says to Alasca and Loraring, "You will come base to your country. It is the whole of the great Galition which has been formed to but the road to the disturbers of the world's peace."

Nì.

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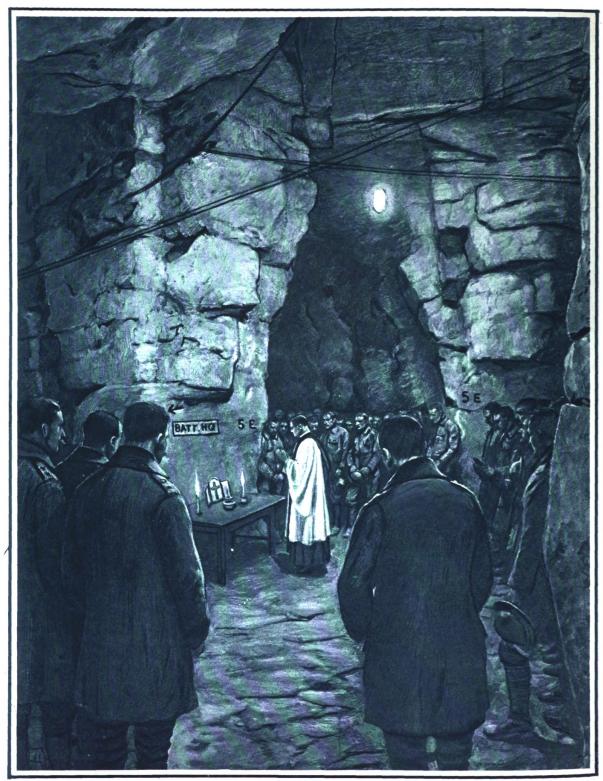


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IN A ROUGH-HEWN FANE OF NATURE'S ARCHITECTURE: BRITISH OFFICERS AND MEN ATTENDING A GELEBRATION OF HOLY COMMUNION IN A CHALK CAVE.

Religion at the Front is reduced to its simplest terms, and its rites are performed often in strange places. Here we see a British Army chaplain celebrating Holy Communion in a cavern of some chalk quacries. The men are in the background beyond and to the right of the "padre" at the altar; in the foreground is a group of officers. An instance of the broadmindedness among denominations at the front has been given. It was stated





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#### SCIENCE JOTTINGS.

PAPER SHORTAGE

THE supply of paper is exceedingly short. 1 Necessity is, as we all know, the mother of invention; and in this, as in other matters, a remedy for shortage seems to be the better use of our home products. Dr. Francis Oliver, Quain Professor of Botany in London Univer-sity, drew attention at the Eritish Association meeting in 1916 to the vast quantity of paper-making material which grows spontaneously in these islands, and, like grows to Nature, has hitherto been allowed to go to waste in order that profit may be made from foreign-grown stuff. Such is the Spartina grass, which covers the mud flats in Southampton Water and elsewhere, which Professor Oliver declares to be as suitable for paper-making as the foreign-grown Esparto. He has experimented with this practically, and finds that its only drawback is the dark colour of the paper produced from it, which necessitates the use of a larger quantity of bleaching material.

Sulphurous acid, the active principle in most bleaches, is, however, cheap in England, and enough is poured into the atmosphere from our smoky chimneys in a week to bleach all the paper likely to be used by us be-tween this and the end of the war. Of the grass itself, Professor Oliver says that there is a mass of ten square miles of it now growing in Southampton Water alone, and that this would suffice our contemporary the Times for six months, even if it were to attain a circulation of a quarter of a million daily. There are a good many mills in the South of England built for making paper from Esparto that could be adapted to Spartina; nor is this, in Professor Oliver's opinion, the only estuary where it could be grown with ad

Other home-grown materials for printing paper are also open to us if we have the sense to develop them. The marram grass—to be found in great quantity round Southport, and in Cornwall and Scotland-is



ON THE BRITISH WESTERN FRONT: A SHRINE IN A VILLAGE NOW OCCUPIED BY OUR TROOPS, SHOWING THE HOLE MADE IN THE WALL BY A GERMAN SHELL.— British Official Photograph.]



ON THE BRITISH WESTERN FRONT: SALVING STEEL GIRDERS FROM A WRECKED FACTORY, IN ORDER THAT THEY MAY BE PUT TO MILITARY USE.

said by competent authority to be almost as said by competent authority to be almost as well adapted for paper-making as Spartina. It has been calculated that it would cost about \$\frac{1}{2}\$ an acre to sow on sandy and other "links," and would yield about two tons to the acre. It would, however, according to Professor Oliver, would, nowed, according to Froessoi Oliver, not be fit for reaping until the third year, so that for present necessities we should have to depend on the self-sown crop. Hence it would seem to be of less use to us in the present predicament than Spartina, of which, as we have seen, there is actually a large mass waiting to

How this is to be made available is another matter. It seems eminently a case where those who would be the first to benefit by such an enterprise should find the money, and an assocation of paper-manufacturers should not have much difficulty in this respect. That the great and much-enduring public would benefit in the long run by the preference that it would give to home industries over foreign is not the least of the second public work of the second public states over the second public state of the second public states over foreign is not the least of the second public states over foreign is not the least of the second public states over foreign in a second public states over foreign in the second public states over of its recommendations to a patriot.

> An authoritative analysis of " The Food Situation in Germany forthcoming recently from Mr. Percy Shuttlewood, who read a deeply interesting paper under that title to the Society of Arts. Mr. Shuttlewood the Society of Arts. Mr. Santiewood has collected a vast mass of information. Dealing with the ration-card system as applied in Germany, he showed that forgery was at one time so rife that special paper with a carefully designed water-mark had to be applied and that the pregulations in fully designed water-men had to be employed, and that the precautions in the factories in which the cards are printed now went to such a length that the machines employed were locked up and sealed during the dinner hour of the workmen. Cards were considered for alloyed every conceivable. issued for almost every conceivable commodity, and so complex and cumbersome had the system become that in certain cases, different coloured cards were issued to men, women, and cards were issued to men, women, and children. The lecturer had no doubt that the German proletariat was thoroughly tired of the war, and had lost its vaunted "will to victory."



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The conditions are framed with the idea of enabling motorists to carry sufficient gas in a small space, not exceeding nine-ten cubic feet to wravide the

to carry sufficient gas in a small space, not exceeding nine-teen cubic feet, to provide the equivalent of between two and three gallons of petrol, and so ensure the possibility of running cars distances of approximately fifty miles on one charge of gas. The weight of the installation must not exceed 140 b, while the cost to the motorist must be limited to ½50, or an annual the cost to the motorist must be limited to  $\underline{f}_2$ o, or an annual hiring charge of  $\underline{f}_5$ s. The expense of establishing and working the plant for changing the containers must be such as not to add to the cost of the gas-fuel to the motorist more than threepence for such amount of gas as is equivalent in propelling power on a motor vehicle to one gallon of petrol. The conditions are so drafted that the winner of the prize must place his invention at the disposal of the British motoring public on terms fair to

at the disposal of the British a sense, is a handsome motoring public on terms fair to himself and users. Intending competitors may obtain copies of the entry-form and the conditions upon application to the Secretary, Automobile Association and Motor Union, Fanum House, Whitcomb Street, London, W.C. 2.

The Conditions of the Prize.

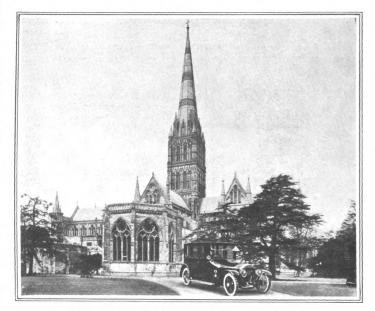
(t) The quantity stored must be equivalent in propelling power to not less that three gallons of petrol; the test is to be by road trials. (2) The space occupied by the container or set of containers for the above quantity must not exceed nineteen cubic feet. (3) The weight of the

more than threepence for such amount of gas as is equivalent in propelling power on a motor vehicle to one gallon of petrol. (6) The use of the system must not raise the rate of insurance of the vehicles using it. (7) The material for the plant must be of such a nature as to be easily obtained in sufficient quantities, and the plant must be capable of being installed by ordinary motor-car repairers. (8) The winner of the prize must enter into an agreement or agreements for securing the use of the system to the British motoring public on terms not less avourable than those stated in conditions 4 and 5. (9) The judges will be appointed by the Executive Committee of the Automobile Association and Motor Union, and their decision shall be final. (10) The competition will be cosed on the conditions.

by the Executive Committee of the Automobile Association and Motor Union, and their decision shall be final. (10) The competition will be closed on Dec. 31, 1918. There is no entrance fee or charge of any description, but intending competitors will be required to sign. before the date of the closing of entries, an entry-form which can be obtained from the Secretary, Fanum House, Whitcomb Street, London, W.C. 2, on application, either personally or by letter. In the first instance, a typewritten description should be sent, and in no case should drawings be forwarded until arrangements are made for the examines to deal with them. This also applies to exhibits of models or the actual device. These must not be sent or delivered to the office of the Automobile Association until after the necessary preliminaries are arranged. W. W.

If it were not for the fact that it is difficult to take anything lightly when the normal course of things is dead and forgotten, it would be incredible that a proportion of otherwise reasonable householders should still be careless, and even, in some cases, defiant, as to turning down, or out, lights by the legally-appointed hour. It is a wise special order which when notice of the approach of hostile aircraft is given. It seems curious that any such self-protecting precaution should have to be insisted upon.

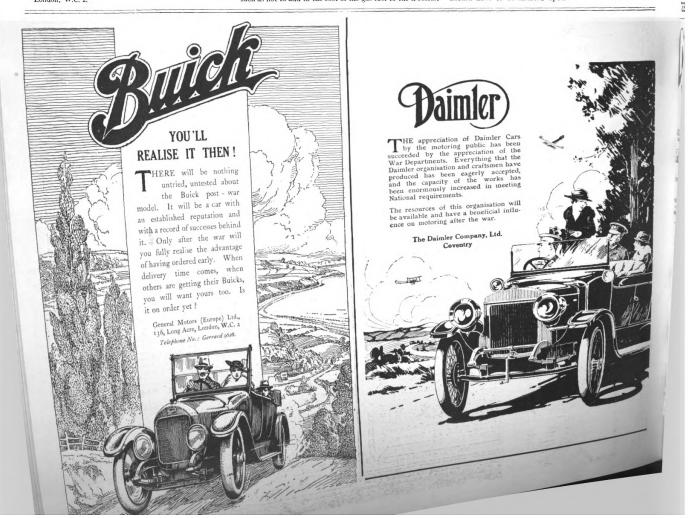
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ANCIENT AND MODERN: A FAMOUS CATHEDRAL AND A FAMOUS CAR.

aph shows the beautiful spire of the historic and stately Salisbury Cathedral; and beneath it, in striking contrast in a sense, is a handsome six-cylinder Napier motor-car, a typical product of modern luxury and science in effective combination

> ontainer or set of containers must not exceed 140 lb. (4) The retail price must not exceed £20, or an annual hiring charge of £5. (5) The expense of establishing and working the plant for changing the containers must be such as not to add to the cost of the gas-fuel to the motorist





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mixes very readily with water and other fluids. It has an extremely agreeable flavour, and may be eaten dry, or sprinkled on articles of solid food, such as bread and butter, toast, puddings, portflore, at the specific of the second of the puddings, porridge, etc. 'BYNOGEN' keeps thoroughly well and does not cause constipation.

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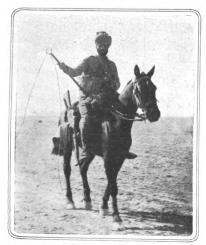


#### A NEW NOVEL

"Sir Isumbras at the Ford."

There were knights as chivalrous in the eighteenth century as any of the legendary heroes of the golden age; but it need hardly be sait, they were not Teutonic knights.

Miss D. K. Broster, in "Sir Isumbras at the Ford" (John



IN MESOPOTAMIA: AN INDIAN SAPPER SEEKING A BREAK IN A CABLE.

It will be noted that the cable runs through the loop of the stick as the man rides forward.— $\{Oficial\ Photograph.\}$ 

Murray), has successfully achieved a gallery of delicate portraits, from what may be called the miniature of little Anne-Hilarion, Comte de Flavigny, to the heroic figure of the Marquis de la Vireville, to whom a child or woman in distress could never call in vain. The Quiberon expedition figures largely in the story, and we do not remember reading a novel where that ill-fated adventure has been used to better purpose. The French aristocracy, for all its faults—and they were many—never failed to be distinguished; and the manner of its dying in the Revolution will not be forgotten as long as the world lasts. Someone

once said, we believe, that Dickens could not draw a gentleman. If we have any criticism to offer of a charming book, it is that Miss Broster finds it almost insuperably difficult to do anything else. All her people are fine-bred and have sensitive perceptions; even the rough-hewn Scottish nurse, and the wicked old ladies who so nearly brought La Vireville to a nameless grave. We admire the spirit of her writing. We, too, fell under the spell of little Anne-Hilarion. When the last chapter was finished, we found ourselves turning back to him and his gold-fish, to the house in Cavendish Square where he and his Anglo-Indian grandfather lived in a delightful mutual understanding, and to his conquest of Mr. Tollemache of the Royal Navy. "Sir Isumbras at the Ford," it will be seen, is not a novel to read and throw aside. It is worth remembrance, and possession.

#### CHESS.

To Correspondents.— Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C. 2.

F G DONALD.—In each case the defence is t. B to Q 4th
J FOWLER.—We think White should win, but only with very careful play J ROBERTS.-We cannot reply by post, and in any case, the game would be

S.D. (H.M.A.S. Australia). -Your contribution shall have attention.

#### CHESS IN LONDON

Game play'd at the City of London Ca so Club, between Messes,
P. W. SERGEANT and E. MACDONALD.

(Irregular Opening .)
(Mr. M.) | WHITE (Mr. S.) BLACK (Mr. M.) WHITE (Mr. S.) BLACK (Mr. M.) 

would only lose time.

5. Kt to K 4th
10. B to Kt 3rd
11. P to K R 3rd
12. P to K R 3rd
13. Kt to B 3th
14. Kt to K 3rd
15. Kt to B 3th
15. Kt to S 3rd
15. B to Q 4th
16. Q to Q 3rd
17. P to K 5th
17. P to K 5th
18. P takes P
18. B takes Kt
19. Kt K 8 R
20. Kt OR 8 R
18. B to V 4th
19. Q to K 3rd
17. P to K 5th
18. P takes P
18. B takes Kt
19. Kt K 8 R
20. Kt OR 8

22. B takes B P takes B
23. Kt(B)310 K4 Kt takes Kt
24. Kt takes Kt Q to Q 4th
25. Q to K Kt 3rd B to K 2nd
26. Q to Kt 4th R to K B > Q
27. R takes R (ch) R takes R 28. Kt to B 3rd Q to Q 3rd

The Pawn cannot be saved. If 28. Q to B 4th, 29. R takes P, and Block can do nothing.

29. Q takes P (ch) K to R sq 30. Q takes Q

30. 31. Kt to K 4th 32. R to K 2nd 33. K to Kt sq 34. K to B sq 35. K to K sq

CORRECT SOLUTION OF PROBLEM No. 3774 received from C W Moorte (Americann) of No. 3776 from F A B libin (Epsom), D Black, and R C Dursll; of No. 3785 from R C Dursll; Jacob Verrall (Rodmell), L W Caff rata (Grantham), Captain (Chall ec (Great Yarro outh), Marco Soft (Belegna), R J Lonsdal\* (New Brighton), W Lille (Marpl.), G W M dddeton (Maxborough), T A Truscott (Forst Gate), W R Tebbs, A W Hamilton-Gall, (Excett), Turco, D Oliver, F B Ibin, and Cadet A D Gregory (Gail s).

(Excit), 10rc), D Oliver, F B Ibin, and Cadet A D Gregory (Gail s).

CORRECT SOLUTIONS OF PROBLEX No. 3781 rec ived from M E Orslow,
(Bourremouth), H Garsett Ballwin (Farnhum), G Buchannon, Turco, FR
(Gittins (Birmingham), W Lillie, J Fowl r, A H H (Bath), J S Forbs(Beighton), H S Brandreth (Weybridge), J Macinto-b (Galsaw), R M
Munro (Nantwich), G Sorrie (Storchavvu), G Stillingfeet Johnson (S. aJord), J C Stackhouse (Torquay), J Dixon (Chelrisofto), G Buchannon,
A W Hamilton-Gell, J Christie (Birlingham), L W Cafferata, and F R Green

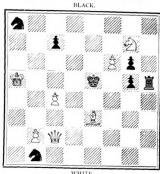
(Brighton).

SOLUTION OF PROBLEM No. 3780.- BY H. F. L. MEYER.

BLACK I. R to Kt 8th
2. R to K 8th (ch)
3. B mates, K takes either R

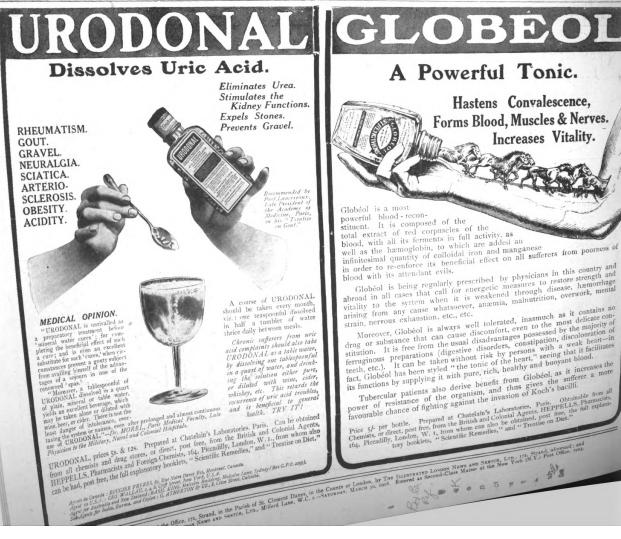
If Black pley, I. P moves, 2. K R to K 8th, and 3. B mates,

PROBLEM No. 3782.- By T. King-Parks.



White to play, and mate in three moves

We have received from Mr. C. D. Locock a pamphlet containing a collection of 72 of what he calls "Black Checkers." It is a display of much labour, much ingenuity, and much class skill; but, frankly, we find by examples very difficult to understand, and cannot see where subcient in thusiasm will ever be stimulated by them to make his invention either popular or attractive. On this point our readers may judge for themselves by writing to Mr. Locock, Imperial Ches Chub, Albemarle Street, W., for a copy of his pamphl t, which can be obtained for sixpence.

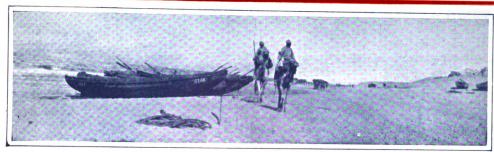


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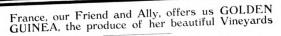
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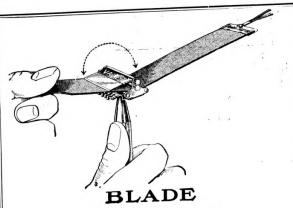
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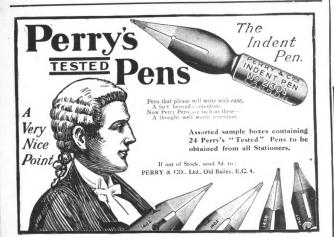
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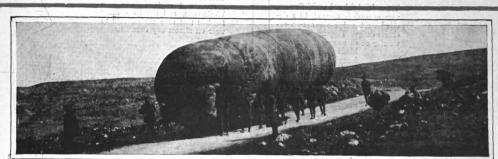
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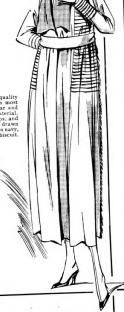
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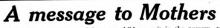
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